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ADMIRALTY 

ANNUAL SUMMARY OF ADMIRALTY NOTICES TO MARINERS  
CORRECT TO 22 DECEMBER 2012

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(Annual Summary dated 24th December 2011 is hereby cancelled and should be destroyed)

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**1. ADMIRALTY TIDE TABLES 2013 — General Information**

Source: UKHO.

*Former Notice 1/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.*

**Admiralty Tide Tables - General.**

In the British Isles, Chart Datum is approximately the level of Lowest Astronomical Tide (LAT) and all metric charts are referred to this level. For the few remaining fathoms charts, a correction to the predictions from Admiralty Tide Tables (ATT) may be required. A comparison between the tidal heights given in the tidal information panel on the chart and those given in Part II of ATT will show the amount involved; when such a correction is necessary the amount should be subtracted from the height predicted in ATT.

Elsewhere, the level of Chart Datum is determined by the country having primary charting responsibility for the area.

## 2. SUPPLIERS OF ADMIRALTY CHARTS AND PUBLICATIONS

Source: UKHO.

*Former Notice 2/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.*

1. Admiralty charts and publications are supplied to all our distributors world-wide. The charts are despatched fully updated for the latest published Admiralty Notices to Mariners. For an up-to-date list of Admiralty Distributors see the Catalogue of Admiralty Charts and Publications (NP131), the UKHO website: ([www.ukho.gov.uk - products and services - how to buy](http://www.ukho.gov.uk-products-and-services-how-to-buy)), or telephone: +44 (0)1823 337900.
2. Admiralty Distributors are divided into the following categories:

### a. INTERNATIONAL ADMIRALTY CHART AGENTS

International Admiralty Chart Agents (IACAs) maintain a comprehensive and world-wide stock of Admiralty charts and publications and also provide a range of value added services based on the Admiralty series of products. The value added services provided by all IACAs offer the following benefits for vessel owners, operators and masters:

- (i) Immediate supply of Admiralty products from an extensive stock;
- (ii) Assurance that your vessel has all of the updating information required for Admiralty products through the automatic weekly supply of Admiralty Notices to Mariners (NMs);
- (iii) Significant reduction of your vessel's staff time in updating Admiralty products by:
  - ensuring all Admiralty charts are fully updated at the time of despatch to you for the latest published NMs.
  - supplying updating tracing sets each week.
  - providing, on request, a tailored set of NMs applicable for each Admiralty product you purchase.
  - assurance that you are aware of the latest Admiralty products by notifying you automatically (and supplying if required) of all new Admiralty products and all new editions of Admiralty products, appropriate to your vessel's current trading pattern;
- (iv) Assurance for vessels' officers that they have applied all the necessary NMs on the latest versions of Admiralty products by supplying weekly lists of applicable updates specific to those Admiralty products held on board;
- (v) Simplified control and inspection routines for vessel owners and operators through provision of a clear audit trail on Admiralty products and related services supplied to the vessel.

This range of folio management services provides a powerful aid both for vessels' masters and vessel owners and operators alike, particularly those responsible for vessel safety management plans required under the International Safety Management Code. Some IACAs offer further value added services. Benefits of these include:

- (i) Assurance that only the latest versions of Admiralty products are being used, and that all updates on board the vessel have been correctly applied, by undertaking quick and reliable on board inspections and submitting written reports to the vessel owner and operator.
- (ii) Assisting vessel owners' and operators' own inspection procedures by supplying correction logs for a random selection of Admiralty products held on the vessel.

Please contact your nearest IACA for details of which further services are available.

### b. ADMIRALTY CHART AGENTS

Admiralty Chart Agents (ACAs) hold, in stock, a broad range of Admiralty products suitable for SOLAS regulated shipping trading both internationally and locally. All ACAs supply Admiralty charts updated for the latest published NMs. The majority of ACAs also provide some of the value added services offered by IACAs and to an equivalent standard. Please contact your nearest ACA for further details of which services are available.

### c. ADMIRALTY DIGITAL DISTRIBUTORS

In addition to the chart agency network, the UKHO also distributes its digital products such as Admiralty Vector Chart Service (AVCS), Admiralty Raster Chart Service (ARCS) and Admiralty digital publications such as TotalTide, Admiralty Digital List of Lights (ADLL) and Admiralty Digital Radio Signals (ADRS), through authorised Admiralty Digital Distributors, who supply digital products and ARCS compliant software. Distributor details are listed in the Catalogue of Admiralty Charts and Publications (NP131), the UKHO website: ([www.ukho.gov.uk - products and services - how to buy](http://www.ukho.gov.uk-products-and-services-how-to-buy)), or telephone: +44 (0)1823 337900. The ARCS software suppliers are listed separately.

### d. OFFICIAL SUB-DISTRIBUTORS

Official Sub-Distributors are appointed and provisioned by IACAs and other Authorised Chart Agents/Distributors to stock and supply Admiralty products and services to customers on behalf of the authorised agent.

## 3. SUPPLY OF NOTICES TO MARINERS AND UPDATE SERVICES

### a. NOTICES TO MARINERS

In the interests of safety, it is important that Admiralty products are kept updated. Admiralty Notices to Mariners are widely available for consultation and copies may be obtained from Admiralty Distributors. These are listed in the Catalogue of Admiralty Charts and Publications (NP131), the UKHO website: ([www.ukho.gov.uk - Products and Services - How to Buy](http://www.ukho.gov.uk-Products-and-Services-How-to-Buy)), or telephone: +44 (0)1823 337900. Current and historical NM information can also be found on the UKHO website: ([www.ukho.gov.uk - Products and Services - Maritime Safety Information - Notices to Mariners](http://www.ukho.gov.uk-Products-and-Services-Maritime-Safety-Information-Notices-to-Mariners)). This service includes the full text of the latest weekly NM bulletin, and full colour NM Blocks and notes. There is also a searchable service on the web at: [www.nmwebsearch.com](http://www.nmwebsearch.com) to enable users to search for current and historical updates by Admiralty chart number. The NM website is updated and available on Monday of each week. NM tracings are not available from the website but can be supplied electronically, or in paper form by the Admiralty Distributors.

### b. ELECTRONIC COURIER SERVICE PROVIDERS

The UKHO has also appointed Electronic Courier Service (ECS) Providers to supply updates to Admiralty paper and digital products. These Electronic Couriers supply update services, customised to the portfolio of charts and publications held on board, to vessels whilst on passage and distributed through electronic communication channels. ECS Providers provide value added services for Admiralty Distributors. Details are available from the UKHO website: [www.ukho.gov.uk - Marine - How to Buy - Value Added Services](http://www.ukho.gov.uk-Marine-How-to-Buy-Value-Added-Services).



### 3. SAFETY OF BRITISH MERCHANT SHIPS IN PERIODS OF PEACE, TENSION, CRISIS OR CONFLICT

Source: UK Ministry of Defence (NAVY) & CINCFLEET.

Former Notice 3/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.

#### 1. GENERAL

- 1.1 This notice describes the organisation by which official messages are passed to merchant vessels in periods of peace, tension, crisis and conflict. Such messages will normally relate to the safety and security of the vessels concerned and will usually be addressed to British flagged merchant vessels and those flying the flag of Crown Dependencies and Overseas Territories and to any other vessels of UK economic or strategic benefit as decided by government authorities.
- 1.2 Participation in the procedures outlined in this Annual Notice is encouraged where activated. However, in extreme circumstances, the UK government may direct the introduction of mandatory naval supervision. Detailed reporting will be in accordance with Annex A.

#### 2. UK MILITARY / CIVIL SHIPPING RELATIONS

- 2.1 The organisation for the protection of UK merchant shipping involves civil and military authorities, including the UK Ministry of Defence (MOD), Royal Navy (RN), the UK Permanent Joint Headquarters (PJHQ), the UK Department for Transport (DfT), the Foreign and Commonwealth Office (FCO), the UK Chamber of Shipping, the United Kingdom Hydrographic Office (UKHO) and vessel owners.
- 2.2 The UK has adopted the Maritime Trade Operations (MTO) organisation which liaises between government, military and the merchant shipping community. This operates at national, shipping company and vessel level and includes measures for enhanced safety and security.
- 2.3 Maritime Security is one of the roles of the RN and the MOD takes a general interest in shipping at all times. During periods of tension, crisis and conflict, this interest is greatly magnified and the RN maintains a Recognised Maritime Picture (RMP) that includes merchant vessel positional data. This is as comprehensive as possible and is available to UK military headquarters, deployed headquarters and warships. An awareness of the whereabouts of shipping allows the military authorities to:
- 2.3.1 Advise on threat areas.
- 2.3.2 Provide advice, dialogue and issue guidance to avoid interference with military operations and to enhance security in the vicinity of threat areas.
- 2.3.2 Offer direct military assistance where possible or appropriate.
- 2.4 For these mutually beneficial reasons, the shipping industry and vessels are encouraged to participate in MTO. In an operations area, non-participating vessels may draw greater military attention and hence are more likely to be challenged with the subsequent potential for the disruption of a vessel's voyage.
- 2.5 The World-Wide Navigation Warning Service (WWNWS) will be used to alert vessels to an area of risk through the promulgation of a Navigation Warning. Additional communication methods and channels may also be used where necessary to make contact with vessels, owners or charterers.
- 2.6 MTO incorporates 2 distinct levels of operation:

##### Normal maritime business

- 2.6.1 The RN will maintain the RMP using AIS and LRIT data. Maritime security will be discussed routinely with the UK Chamber of Shipping, TRANSEC, FCO, DfT, Home Office and the Serious Organised Crime Agency (SOCA). Any information arising will be promulgated through normal commercial channels.

##### Tension, crisis or conflict

- 2.6.2 The appropriate level of MTO for a particular region in tension, crisis or conflict is subject to ongoing review within the MOD. In the first instance where the regional security status changes, this will be communicated on behalf of DfT to shipping as a Navigation Warning, a Notice to Mariners, or a Security Related Information to Mariners (SRIM, see 2.6.5).
- 2.6.3 Establishment of a reporting cell in an Area of Interest (AOI), which may be a forward-deployed unit. Vessels can also contact the UK Chamber of Shipping via their owner.
- 2.6.4 To assist UK authorities to determine the whereabouts of merchant vessels and refining the RMP in a specific AOI, vessels would be encouraged to pass their information voluntarily using a passage report (See Annex A). In return vessels would receive a brief on the security status within the region.

#### Promulgation of Security Related Information to Mariners (SRIM)

- 2.6.5 New threats, embargos, exclusion zones and specific advice may be promulgated using a Security Related Information to Mariners (SRIM). The data and information within the Security Related Information to Mariners (SRIM) is compiled and validated by government and military officials directly involved within an operation. In addition, where possible, any safety critical information will still be promulgated by the World Wide Navigational Warning System (WWNWS).
- 2.6.6 SRIMs can be viewed or downloaded from:  
<http://www.ukho.gov.uk/ProductsandServices/MaritimeSafety/Pages/SRIM.aspx>
- 2.6.7 The initiation of the passage report procedure may be by the promulgation of the following message, which will be received as a navigation warning, e.g.:

**SPECIAL NOTICE TO MERCHANT VESSELS – An area of risk to merchant vessels exists in [area]. Vessels within, or intending to enter this area should contact their owners or national shipping authorities. Merchant vessels are encouraged to submit a report in accordance with Admiralty Annual Notice to Mariners 3 Annex A to [contact details of military authority] when passing [lat/long] and subsequent daily position report requirements if any.**

Note: The text of the Special Notice to merchant vessels message issued by the UK will be amended to match the prevailing circumstances.

- 2.6.8 If the situation deteriorates further the Secretary of State may implement naval supervision of shipping which may include mandatory routing.

#### 3. NATO MILITARY / CIVIL SHIPPING RELATIONS / CIVIL MILITARY CO-OPERATION

- 3.1 NATO Maritime Component Commanders Headquarters: The focal point for shipping during a NATO operation is the NATO Shipping Centre (NSC) based at the NATO Headquarters in Northwood, London. Its mission is to collect and process shipping details to develop and maintain an accurate maritime plot and provide guidance and advice. During operations and exercises, merchant vessels will additionally be provided with a freephone number to contact the NSC. Contact details can be found at Annex B.
- 3.2 MTO comprises of two functions, namely Naval Co-operation And Guidance to Shipping (NCAGS) and Allied Worldwide Navigational Safety Information System (AWNIS). Both form part of the NATO policy measures described in this Notice. In a NATO operation, planning for MTO will similarly involve consultation with government, shipping companies and vessels.
- 3.3 ATP-2 Vol II is the NATO publication which provides information to vessel owners, masters and officers regarding the interaction between naval forces and commercial shipping. In particular this publication serves as a handbook for the world-wide application of NCAGS principles and procedures that exist to enhance safety of shipping in time of tension, crisis and conflict. This unclassified publication is available for download via the NSC website (see Annex B).

#### 4. CURRENT OPERATIONS

- 4.1 UK Operations: Red Sea, Horn of Africa and the Gulf. The UK currently has a MTO team deployed which operates a Merchant Vessel Voluntary Reporting Scheme throughout the area and offers advice on current military operations in the region. For counter piracy operations UKMTO is the primary point of contact for shipping in the area. Vessels are encouraged to implement Best Management Practice (BMP) for protection against Somalia based piracy. Details of the Merchant Vessel Voluntary Reporting Scheme can be found in BMP. Contact details for UKMTO can be found at Annex B.
- 4.2 NATO & EU operations: There are various NATO and EU missions, conducting counter-smuggling, counter-terrorism and counter-piracy in the Mediterranean, Red Sea, Arabian Gulf, and the Gulf of Aden areas, and support to the World Food Programme (WFP).

Operation Active Endeavour (Mediterranean)

Operation Ocean Shield (Gulf of Aden, Somali Basin)

Operation Atalanta (Red Sea, Gulf of Aden, Somali Basin)



## ANNEX A TO ANNUAL NOTICE TO MARINERS No. 3

## MERCHANT VESSEL VOLUNTARY REPORTING SCHEME

During periods of tension, crisis or conflict and to assist UK authorities to determine the whereabouts of merchant vessels in a specific Area of Interest (AOI), vessels would be encouraged to pass their information voluntarily using the passage report below. In return vessels would receive a brief on the security status within the region.

## PASSAGE REPORT FORMAT ALPHA

When sending a passage report the content and format is as follows (*or as determined by an initiating navigation warning*) and should be returned to the military authority (as detailed in the navigation warning).

1. The initial report should contain the following:
  1. Vessel's name
  2. Flag
  3. IMO Number
  4. Inmarsat Telephone Number
  5. Time and position
  6. Course
  7. Passage speed
  8. Freeboard and Draft
  9. Cargo
  10. Destination and ETA
  11. Name and Contact Details of Company Security Officer
  12. Nationality and number of Master and Crew.
2. Vessels are requested to report the following daily at noon:
  1. Vessel's name
  2. Callsign and IMO number
  3. Time and position
  4. Course and speed
  5. Any other important information.

All timings are requested in UTC and the preferred method of communication is e-mail.

3. Any information provided is treated in strictest commercial confidence and is only used within military circles. Naval assets in the area and Northwood Headquarters in UK are kept advised.

## ANNEX B TO ANNUAL NOTICE TO MARINERS No. 3

## CONTACT DETAILS FOR MILITARY OPERATIONS

NATO Shipping Centre:

Tel: +44 1923 956574  
 Fax: +44 1923 956575  
 e-mail: info@shipping.nato.int  
 NSC website: http://www.shipping.nato.int

UKMTO:

Tel: 00 971 50 552 3215  
 Fax: 00 971 4 309 4254  
 e-mail: ukmto@eim.ae

UKMTO website: http://www.royalnavy.mod.uk/ukmto

Further information can also be obtained from the following website:  
 http://www.mschoa.org

NATO & EU operations:

Operation Active Endeavour (Mediterranean)

<http://www.shipping.nato.int/operations/AE/Pages/Default.aspx>

Operation Ocean Shield (Gulf of Aden, Somali Basin)

<http://www.shipping.nato.int/operations/OS/Pages/default.aspx>

Operation Atalanta (Red Sea, Gulf of Aden, Somali Basin)

<http://www.eunavfor.eu/>

## 5. FIRING PRACTICE AND EXERCISE AREAS

Source: UKHO.

*Former Notice 5/12 is cancelled. This is a repetition of the former Notice.*

1. Firing and bombing practices and defence exercises take place in a number of areas in UK Home Waters and off the coasts of Commonwealth countries and Overseas Territories as well as in foreign waters.
2. Limits of practice areas are currently shown for UK Home Waters on a series of six small scale charts called the Practice and Exercise Areas (PEXA) series. Following a review in 2000, limits of firing and bombing areas are being included on nautical charts in UK Home Waters at their next full revision. Range beacons, lights and marking buoys which may be of assistance to the mariner and targets which might be a danger to navigation are also included in nautical charts and, when appropriate, mentioned in Sailing Directions. Lights are mentioned in the Admiralty List of Lights. Thus the appearance of 'Firing Practice Area' on a New Edition of a chart is not an indication of a change of use of the area; rather that all charts will eventually show where the exercise areas exist. Some chart users may not have been aware of the proximity or overlap of their normal limited area of operation to a long established exercise area. All chart users should be aware that there is no intent to change the present areas and any changes will only occur after consultation with local authorities and the public. However, occasionally non-firing practices are arranged outside the limits of the established PEXA. In this case this will be promulgated by the relevant authority via Temporary (T) Notices to Mariners and/or Notices to Fishermen.

3. Outside UK Home Waters, if the information (e.g. limits, buoys, lights) is available from an authoritative source, details will be included on nautical charts at their next full revision.

4. The principal types of firing/bombing practice carried out are:

- a. Bombing practice from aircraft.

Warning signals are usually shown.

- b. Air-to-air and air-to-sea or ground firing.

The former is carried out by aircraft at a large (usually coloured) sleeve, a winged target or flag towed by another aircraft moving on a steady course. The latter is carried out from aircraft at towed or stationary targets on sea or land. As a general rule, warning signals are shown when the targets are afloat, but not when airborne towed targets are used.

- c. Anti-aircraft firing.

This may be from anti-aircraft missiles, guns or close range weapons at a target towed by aircraft as in paragraph b. above, a pilotless target aircraft, or at balloons, pyrotechnics or illuminants. Practice may take place from shore batteries or vessels. Warning signals, as a rule, are shown from shore batteries. Vessels fly a red flag.

- d. Firing from shore batteries or vessels at sea at fixed or floating targets.

Warning signals are usually shown as in paragraph c. above.

- e. At remote controlled surface targets.

These craft carry "not under command" shapes and lights. Exercises consisting of surface firing by vessels, practice bombing, and air-to-sea firing will be carried out against those craft or targets towed by them. A control craft will keep visual and radar watch up to approximately 8 miles and there will be cover from the air over a much greater range to ensure that other shipping will not be endangered.

- f. Rocket and Guided Weapons firing.

These may be as described in paragraphs b. c. or d. above. All such firings are conducted under Clear (Air and Sea) Range procedure. Devices are generally incorporated whereby the missiles may be destroyed should their flights be erratic. Warning signals are usually shown as in paragraph c. above.

5. Warning signals, when given, usually consist of red flags by day and red fixed or red flashing lights at night. The absence of any such signal cannot, however, be accepted as evidence that a practice area does not exist. Warning signals are shown from shortly before practice commences until it ceases.

Vessels and aircraft carrying out exercises may illuminate with bright coloured flares. To avoid confusion with international distress signals, red or orange flares will be used in emergency only.

*Note:* For identification purposes while in or in the vicinity of the danger area, vessels operating as range safety craft, target towers or control launches for wireless controlled targets will display some or all of the following:

- a. Red flag at masthead;
- b. International Code signal NE4;
- c. Display boards coloured dayglow orange with black letters "RANGE SAFETY" on either side of the wheelhouse;
- d. Dayglow orange cabin roof.

Target towing vessels display a red flag at the masthead and the signals for a vessel towing a tow over 200 metres in length.

6. **CAUTION.** A vessel may be aware of the existence of a firing practice area from nautical charts, PEXA charts, Local Notices to Mariners or similar method of promulgation and by observing the warning signals or the practice.

In the United Kingdom and some other countries, the areas are operated using a Clear Range procedure: exercises and firing only take place when the ranges are thought to be clear of all shipping. It is the responsibility of the designated Range Authorities to avoid accidental damage to any vessel which may be in a firing practice area. If, however, a vessel finds itself in an area where practice is in progress, it should maintain course and speed but, if it is prevented from doing this by the exigencies of navigation, it would assist the Range Authority by endeavouring to clear the area at the earliest possible opportunity. If projectiles or splinters are observed to be falling near the vessel, all persons on board should take cover and immediately call the nearest Coastguard station on VHF channel 16 or DSC informing them of the vessel's situation.

7. Fishermen operating in the vicinity of firing practice and exercise areas may occasionally bring unexploded missiles or portions of them to the surface in their nets or trawls. These objects may be dangerous and should be treated with great caution and jettisoned immediately, no attempt being made to tamper with them or bring them back for inspection by Naval Authorities. For further information, see *Mariners Handbook (NP100)*, which details procedures for dealing with munitions.
8. All relevant broadcasting authorities around the UK broadcast information relating to Practice Range Safety. Where this is the case, details of the broadcasting authority, times and frequencies of broadcasts, together with a diagram showing PEXA chart limits and Range Control Areas are included in *ALRS Volume 3*. Outside UK Home Waters, details of the Range Safety Authorities are included, where known, in *ALRS Volume 3*.
9. It is realised that the foregoing provisions do not apply in all respects in all countries. It is not, however, intended to re-promulgate by Admiralty Notice information received about firing practice or exercises in foreign waters. Normally areas are only in force intermittently or over limited periods, and local promulgation or warnings by radio, NAVTEX, visual signals or notices should be such that they will come to the attention of those whose co-operation or instruction is required.



## 10. MINE-LAYING AND MINE COUNTERMEASURES EXERCISES — Waters around the British Isles

Source: Ministry of Defence (Navy).

Former Notice 10/12 is cancelled. This is a repetition of the former Notice.

- In British, Belgian and Netherlands waters practices and exercises will be confined whenever possible to areas selected from those in the Annex to this Notice. Notification that they are to be used will be by radio warnings shortly before mine-laying takes place. As brevity is essential in these methods of promulgation, the areas will be defined in them by the serial letters and numbers of the minefields only, as shown in this Notice. However, where there is no serial letter and number the area will be identified by its name. There are no permanent mine-laying and mine-clearance exercise areas in French Waters and notice of such exercises will be promulgated on a case by case basis by radio warnings shortly before the exercise takes place.
- In the Eastern English Channel (X5062), North Channel (X5406), Kirkaldy Bay (X5611) and Approaches to the Thames Estuary (X5123) areas have been established for the firing of live Mine Disposal Charges (MDCs). Notification that the areas are to be used will be by GUNFACTS broadcast on VHF at least one hour before the firing takes place and additional warnings will also be broadcast on VHF Channel 16 one hour, thirty minutes and immediately prior to detonation by the controlling unit.
- In the Firth of Forth, Firth of Clyde and Eastern English Channel minesweeping corridors have been established in consultation with local fishing authorities in order to avoid interaction. Normally, minesweeping operations will be confined to these corridors and notification that they are to be used will be by radio warning shortly before minesweeping takes place. Coordinates for the corridors are appended to this Notice. For more information on operations in the Forth and Clyde, Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI) has established a 24-hour "Fishermen's Hotline" telephone number on 01923 956364.
- Vessels may be required to operate in other areas, clear of shipping. In these cases, except as specified in paragraph 5 below, mines will not be laid and the vessels will show the lights and shapes prescribed in the International Regulations for Preventing Collisions at Sea 1972. They will be restricted in their ability to manoeuvre and may be operating ROVs and divers within 1000 metres of their position. Mariners are requested to observe the cautions promulgated in paragraphs 5 and 7 below.
- Ships engaged in operations will show the lights or shapes prescribed in the International Regulations for Preventing Collisions at Sea 1972, Rule 27(f). It is dangerous and in contravention of rules of the road for other vessels to approach within 1000 metres.
- Operations may require the ship engaged to lay small buoys, which are normally marked with a radar reflector and may have a numerical or alphabetical flag attached. By night these buoys will have a green, white or red flashing light, visible all round for a distance of about one mile.
- Minehunters may be controlling a wire-guided submersible or working in conjunction with an inflatable rubber dinghy from which divers may be operating at up to 1000 metres from the minehunter. By day the dinghy will show Flag "A" of the International Code of Signals and by night will show the lights required by Rule 23(c)(ii) of the International Regulations for Preventing Collisions at Sea 1972. Mariners are required to navigate with caution in the proximity of a mine clearance vessel or inflatable dinghy operating in the vicinity and to avoid passing within 1000 metres.

## ANNEX TO ANNUAL NOTICE TO MARINERS No. 10

### BRITISH ISLES AREAS

Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
X5039	Quebec One	(a) 50° 40'·00N., 1° 05'·58W. (shore) (b) 50° 40'·00N., 0° 57'·00W. (c) 50° 37'·00N., 0° 54'·65W. (d) 50° 37'·00N., 1° 02'·18W. (e) 50° 30'·00N., 1° 11'·40W. (f) 50° 30'·00N., 1° 12'·17W. (g) 50° 35'·55N., 1° 12'·17W. (shore) North along coast of Isle of Wight to origin	WGS84
X5050		(a) 50° 41'·00N., 0° 54'·88W. (b) 50° 41'·00N., 0° 52'·12W. (c) 50° 40'·00N., 0° 52'·12W. (d) 50° 40'·00N., 0° 54'·88W.	WGS84
X5059	Eastern English Channel Minesweeping Streaming Corridor	(a) 50° 33'·20N., 0° 53'·40W. (b) 50° 32'·87N., 0° 51'·95W. (c) 50° 23'·87N., 0° 57'·35W. (d) 50° 24'·20N., 0° 58'·80W.	WGS84
X5060E	Eastern English Channel Minesweeping Corridor	(a) 50° 25'·03N., 1° 18'·58W. (b) 50° 25'·03N., 0° 58'·08W. (c) 50° 23'·03N., 0° 58'·08W. (d) 50° 23'·03N., 1° 18'·58W.	WGS84
X5060W	Eastern English Channel Minesweeping Corridor	(a) 50° 25'·03N., 1° 35'·08W. (b) 50° 25'·03N., 1° 18'·58W. (c) 50° 23'·03N., 1° 18'·58W. (d) 50° 23'·03N., 1° 35'·08W.	WGS84
X5061	Sandown Bay Minehunting Area	(a) 50° 38'·58N., 1° 03'·00W. (b) 50° 38'·08N., 1° 03'·00W. (c) 50° 38'·08N., 1° 05'·40W. (d) 50° 36'·87N., 1° 06'·98W. (e) 50° 37'·20N., 1° 07'·58W. (f) 50° 38'·58N., 1° 05'·77W.	WGS84
X5062	Eastern English Channel Live MDC Firing Area	Area of 2M radius centred on 50° 26'·14N., 1° 00'·05W.	WGS84
X5117	Outer Gabbard	(a) 51° 58'·83N., 1° 56'·00E. (b) 51° 59'·13N., 2° 03'·38E. (c) 51° 49'·53N., 1° 59'·38E. (d) 51° 51'·00N., 1° 51'·68E.	WGS84
X5118	Gunfleet	(a) 51° 55'·23N., 1° 21'·40E. (b) 51° 51'·20N., 1° 34'·95E. (c) 51° 46'·53N., 1° 30'·23E. (d) 51° 41'·23N., 1° 20'·00E. (e) 51° 44'·87N., 1° 07'·30E. Thence 1·5M to seaward of High Water line to (a) above	WGS84
X5119	Kentish Knock	(a) 51° 45'·00N., 2° 00'·00E. (b) 51° 30'·00N., 1° 50'·00E. (c) 51° 30'·00N., 1° 35'·00E. (d) 51° 45'·00N., 1° 45'·00E.	WGS84
X5120	South Galloper	(a) 51° 45'·00N., 2° 00'·00E. (b) 51° 45'·00N., 2° 20'·00E. (c) 51° 30'·00N., 2° 10'·00E. (d) 51° 30'·00N., 1° 50'·00E.	WGS84
X5121	North Galloper	(a) 52° 00'·00N., 2° 10'·00E. (b) 52° 00'·00N., 2° 30'·00E. (c) 51° 45'·00N., 2° 20'·00E. (d) 51° 45'·00N., 2° 00'·00E.	WGS84



Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
X5122		(a) 51° 27'·53N., 1° 34'·10E. (b) 51° 27'·53N., 1° 45'·68E. (c) 51° 26'·53N., 1° 45'·68E. (d) 51° 26'·53N., 1° 34'·10E.	WGS84
X5123	Live MDC Firing Area	Area of 1M radius centred on 51° 22'·53N., 1° 38'·50E	WGS84
X5406	North Channel (Live MDC Firing Area)	(a) 54° 56'·60N., 5° 13'·77W. (b) 54° 56'·60N., 5° 11'·97W. (c) 54° 55'·50N., 5° 11'·97W. (d) 54° 55'·50N., 5° 13'·77W.	WGS84
X5550	Campbeltown (Amphibious Task Force Anchorage)	(a) 55° 23'·80N., 5° 29'·00W. (b) 55° 23'·80N., 5° 26'·57W. (c) 55° 23'·20N., 5° 26'·57W. (d) 55° 23'·20N., 5° 28'·00W. (e) 55° 23'·00N., 5° 28'·00W. (f) 55° 23'·00N., 5° 29'·00W.	WGS84
X5551	Clyde Minesweeping Corridor Alpha	(a) 55° 40'·18N., 4° 56'·15W. (b) 55° 40'·38N., 4° 54'·42W. (c) 55° 37'·00N., 4° 53'·28W. (d) 55° 28'·20N., 4° 53'·28W. (e) 55° 28'·20N., 4° 55'·00W. (f) 55° 37'·00N., 4° 55'·00W.	WGS84
X5552	Clyde Minesweeping Corridor Bravo	(a) 55° 28'·20N., 4° 55'·00W. (b) 55° 28'·20N., 4° 53'·28W. (c) 55° 25'·23N., 4° 53'·28W. (d) 55° 17'·12N., 5° 02'·20W. (e) 55° 17'·63N., 5° 03'·68W. (f) 55° 25'·50N., 4° 55'·00W.	WGS84
X5553	Clyde Minesweeping Corridor Charlie	(a) 55° 46'·10N., 5° 15'·32W. (b) 55° 46'·60N., 5° 13'·67W. (c) 55° 45'·20N., 5° 12'·52W. (d) 55° 41'·90N., 5° 04'·00W. (e) 55° 41'·62N., 4° 56'·67W. (f) 55° 40'·60N., 4° 56'·72W. (g) 55° 40'·90N., 5° 04'·57W. (h) 55° 44'·60N., 5° 14'·00W.	WGS84
X5554	Campbeltown North	(a) 55° 20'·87N., 5° 21'·65W. (b) 55° 20'·82N., 5° 20'·95W. (c) 55° 20'·30N., 5° 20'·88W. (d) 55° 20'·33N., 5° 21'·58W.	WGS84
X5555	Campbeltown Middle	(a) 55° 19'·80N., 5° 21'·55W. (b) 55° 19'·75N., 5° 20'·85W. (c) 55° 19'·32N., 5° 20'·78W. (d) 55° 19'·37N., 5° 21'·47W.	WGS84
X5556	Campbeltown South	(a) 55° 14'·90N., 5° 21'·65W. (b) 55° 14'·93N., 5° 21'·02W. (c) 55° 14'·40N., 5° 20'·93W. (d) 55° 14'·37N., 5° 21'·57W.	WGS84
X5557	Jura Sound Deep Field North	(a) 55° 53'·80N., 5° 45'·97W. (b) 55° 52'·90N., 5° 43'·37W. (c) 55° 51'·40N., 5° 45'·00W. (d) 55° 51'·70N., 5° 48'·17W.	WGS84
X5558	Campbeltown Loch	(a) 55° 25'·20N., 5° 35'·17W. (b) 55° 25'·33N., 5° 33'·97W. (c) 55° 25'·10N., 5° 33'·97W. (d) 55° 24'·95N., 5° 35'·00W.	WGS84

Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
X5559		(a) 55° 22'·68N., 5° 28'·55W. (b) 55° 22'·68N., 5° 25'·05W. (c) 55° 20'·68N., 5° 25'·05W. (d) 55° 20'·68N., 5° 28'·55W.	WGS84
X5603	Loch Fyne, north of a line joining and south of a line joining	(a) 56° 10'·07N., 5° 04'·82W. (b) 56° 10'·60N., 5° 06'·82W. (c) 56° 13'·80N., 5° 04'·27W. (d) 56° 13'·07N., 5° 02'·52W.	WGS84
X5611	Kirkcaldy Bay	(a) 56° 04'·43N., 3° 02'·68W. (b) 56° 05'·40N., 3° 05'·78W. (c) 56° 06'·08N., 3° 05'·28W. (d) 56° 08'·45N., 3° 00'·78W. (e) 56° 08'·03N., 2° 56'·98W. (f) 56° 05'·13N., 2° 59'·28W.	WGS84
X5612	Aberlady Bay	(a) 56° 00'·30N., 3° 03'·48W. (b) 56° 00'·30N., 2° 58'·00W. (c) 55° 59'·30N., 2° 58'·00W. (d) 55° 59'·30N., 3° 03'·48W. <i>Note:</i> This area is used for minehunting exercises only.	WGS84
X5613(N)	Firth of Forth	The sea area of the Firth of Forth between 2° 52'00W and 3°10'00W and north of a line joining: (a) 56° 01'·00N., 3° 10'·00W. (b) 56° 07'·00N., 2° 52'·00W.	WGS84
X5613(S)	Firth of Forth	The sea area of the Firth of Forth between 2° 52'00W and 3°10'00W and south of a line joining: (a) 56° 01'·00N., 3° 10'·00W. (b) 56° 07'·00N., 2° 52'·00W.	WGS84
X5615	Forth Deep	(a) 56° 14'·00N., 2° 27'·60W. (b) 56° 14'·00N., 2° 22'·00W. (c) 56° 07'·50N., 2° 22'·00W. (d) 56° 07'·50N., 2° 27'·58W.	WGS84
X5620B	Gareloch Channel	(a) 56° 02'·70N., 4° 49'·30W. (b) 56° 01'·50N., 4° 48'·02W. (c) 56° 01'·44N., 4° 48'·05W. (d) 56° 00'·61N., 4° 47'·18W. (e) 56° 00'·28N., 4° 45'·90W. (f) 55° 59'·82N., 4° 45'·19W. (g) 55° 59'·27N., 4° 45'·19W. (h) 55° 59'·27N., 4° 45'·48W. (i) 55° 59'·74N., 4° 45'·50W. (j) 56° 00'·15N., 4° 46'·10W. (k) 56° 00'·45N., 4° 47'·25W. (l) 56° 01'·37N., 4° 48'·23W. (m) 56° 01'·40N., 4° 48'·34W. (n) 56° 02'·70N., 4° 49'·50W.	WGS84
X5620C	Gareloch East	(a) 56° 02'·93N., 4° 48'·80W (b) 56° 01'·69N., 4° 47'·60W. (c) 56° 01'·69N., 4° 48'·20W. (d) 56° 02'·83N., 4° 49'·43W	WGS84
X5625	Anstruther	(a) 56° 12'·00N., 2° 41'·58W. (b) 56° 14'·20N., 2° 36'·58W. (c) 56° 12'·50N., 2° 34'·00W. (d) 56° 10'·90N., 2° 36'·98W.	WGS84

Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
X5637	Firth of Forth Minesweeping Corridor	Area 1000 yards either side of the line A-C Point A 56° 05'·95N., 2° 50'·45W. Point B 56° 07'·98N., 2° 42'·27W. Point C 56° 08'·00N., 2° 30'·00W. Point D 56° 07'·00N., 2° 30'·00W. Point E 56° 07'·00N., 2° 41'·88W. Point F 56° 05'·05N., 2° 49'·72W.	WGS84
X5638	Firth of Forth Northern Minesweeping Corridor	Area 1000 yards either side of the line A-B Point A 56° 14'·78N., 2° 33'·97W. Point B 56° 14'·22N., 2° 32'·50W. Point C 56° 07'·22N., 2° 41'·37W. Point D 56° 07'·78N., 2° 42'·80W.	WGS84
X5639	Coulport South	(a) 56° 03'·92N., 4° 52'·83W. (b) 56° 03'·85N., 4° 52'·63W. (c) 56° 03'·58N., 4° 52'·65W. (d) 56° 03'·65N., 4° 53'·00W. (e) 56° 03'·78N., 4° 52'·97W.	WGS84
X5640	Coulport North	(a) 56° 04'·25N., 4° 52'·52W. (b) 56° 04'·23N., 4° 52'·45W. (c) 56° 04'·13N., 4° 52'·45W. (d) 56° 04'·15N., 4° 52'·62W.	WGS84

#### TEMPORARY MCM TRAINING AREAS

Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
JUTTER	Minesweeping Corridor	Area 1000 yards either side of the line A-B Point A 51° 27'·0N., 1° 34'·1E. Point B 51° 27'·0N., 1° 45'·7E.	WGS84
HELDER	Knock Deep	(a) 51° 33'·28N., 1° 27'·02E. (b) 51° 35'·61N., 1° 29'·37E. (c) 51° 34'·57N., 1° 32'·21E. (d) 51° 32'·26N., 1° 29'·48E.	WGS84
TEXEL	Margate Roads	(a) 51° 25'·21N., 1° 20'·90E. (b) 51° 24'·23N., 1° 20'·90E. (c) 51° 24'·23N., 1° 23'·20E. (d) 51° 25'·21N., 1° 23'·20E.	WGS84

#### BELGIUM AND NETHERLANDS

Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
NB 1	West Hinder	(a) 51° 29'·90N., 2° 45'·00E. (b) 51° 26'·80N., 2° 45'·00E. (c) 51° 26'·80N., 2° 35'·60E. (d) 51° 28'·90N., 2° 35'·60E.	
NB 4	Schouwenbank	Area of 2M radius centred on 51° 49'·5N., 3° 08'·5E.	
NB 6	Westgat	Area of 1·5M radius centred on 51° 40'·0N., 3° 35'·0E.	
NB 7	Everingen	(a) 51° 24'·4N., 3° 44'·9E. (b) 51° 23'·7N., 3° 46'·8E. (c) 51° 23'·1N., 3° 46'·2E. (d) 51° 23'·8N., 3° 44'·3E.	
NB 8	Molengat	Area of 1·5M radius centred on 53° 06'·0N., 4° 36'·5E.	
NB 9	Goeree	Area of 1M radius centred on 51° 54'·50N., 3° 43'·67E.	
NB 10	Wenduinebank	(a) 51° 20'·58N., 2° 55'·50E. (b) 51° 18'·58N., 2° 55'·20E. (c) 51° 18'·70N., 2° 53'·60E. (d) 51° 20'·68N., 2° 53'·92E. <i>Note:</i> This area is used for minehunting exercises only.	

Serial No.	Locality / name of area	Area enclosed by lines joining the following positions:	Datum
NB 12	Callantssoog	(a) 52° 54'·0N., 4° 23'·0E. (b) 52° 54'·0N., 4° 30'·0E. (c) 52° 50'·0N., 4° 30'·0E. (d) 52° 50'·0N., 4° 23'·0E.	
NB 13	Egmond	(a) 52° 38'·0N., 4° 23'·0E. (b) 52° 38'·0N., 4° 30'·0E. (c) 52° 34'·0N., 4° 30'·0E. (d) 52° 34'·0N., 4° 23'·0E.	



## 12. NATIONAL CLAIMS TO MARITIME JURISDICTION

Source: UKHO.

*Former Notice 12/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.*

- The following list shows the breadth of sea (measured from the appropriate baselines) claimed respectively as territorial sea (TS), contiguous zone (CZ), exclusive economic zone (EEZ), and fishery zone (FZ) where no EEZ is claimed, as being under the state's jurisdiction. The information is compiled from various, sometimes unofficial sources; the absence of a limit from this list indicates that the information is not held.
- The claims are published for information only. Her Majesty's Government does not recognise claims to territorial seas exceeding twelve nautical miles, to contiguous zones exceeding twenty four nautical miles or to exclusive economic zones and fisheries zones exceeding two hundred nautical miles.

Country	TS	CZ	EEZ	FZ
Albania <sup>1</sup>	12 <sup>†</sup>	—	—	12
Algeria <sup>1</sup>	12 <sup>†</sup>	24	—	52 <sup>21</sup>
Angola <sup>1</sup>	12	24	200	—
Antigua and Barbuda <sup>2</sup>	12 <sup>†</sup>	24	200	—
Argentina <sup>1</sup>	12	24	200	—
Australia <sup>1</sup>	12 <sup>11, 23</sup>	24	200	—
Bahamas <sup>2</sup>	12	—	200	—
Bahrain	12	24	—	—
Bangladesh <sup>4</sup>	12 <sup>†</sup>	18	200	—
Barbados	12 <sup>†</sup>	—	200	—
Belgium	12	24	200 <sup>20</sup>	—
Belize <sup>1</sup>	12 <sup>16</sup>	—	200	—
Benin	200	—	—	200
Bosnia and Herzegovina <sup>32</sup>	—	—	—	—
Brazil <sup>1</sup>	12	24	200	—
Brunei	12	—	200	—
Bulgaria	12	24	200	—
Burma <sup>1</sup>	12 <sup>†</sup>	24	200	—
Cambodia <sup>1</sup>	12 <sup>†</sup>	24	200	—
Cameroon <sup>1</sup>	12	24	—	—
Canada <sup>1</sup>	12	24	200	—
Cape Verde Islands <sup>2</sup>	12 <sup>†</sup>	24	200	—
Chile <sup>1</sup>	12	24	200	—
China, Peoples' Republic <sup>1</sup>	12 <sup>†</sup>	24	200	—
China, Republic of (Taiwan) <sup>1</sup>	12 <sup>†</sup>	24	200	—
Colombia <sup>1</sup>	12	—	200	—
Comoros <sup>2</sup>	12	—	200	—
Congo, Democratic Republic (formerly Kinshasa or Zaire)	12	—	200 <sup>29</sup>	—
Congo, Republic (formerly Brazzaville)	200 <sup>†</sup>	—	—	200
Cook Islands	12	—	200	—
Costa Rica <sup>1</sup>	12	—	200	—
Côte d'Ivoire	12	—	200	—
Croatia <sup>1</sup>	12 <sup>†</sup>	—	—	200 <sup>26, 28</sup>
Cuba <sup>1</sup>	12	24	200	—
Cyprus <sup>1</sup>	12	24	200	—
Denmark <sup>1</sup>	12 <sup>†27</sup>	24	200	—
Greenland <sup>1</sup>	3	—	200	—
Færoe Islands <sup>1</sup>	12	—	—	200
Djibouti <sup>1</sup>	12	24	200	—
Dominica	12	24	200	—
Dominican Republic <sup>2</sup>	12	24	200	—

Country	TS	CZ	EEZ	FZ
Ecuador <sup>1</sup>	200	—	—	200
Egypt <sup>1</sup>	12 <sup>†</sup>	24	200	—
El Salvador*	12	24	200	—
Equatorial Guinea	12	—	200	—
Eritrea <sup>1*</sup>	12 <sup>12</sup>	—	—	—
Estonia <sup>1</sup>	12 <sup>†</sup>	—	200 <sup>20</sup>	—
Fiji <sup>2</sup>	12	—	200	—
Finland <sup>1</sup>	12 <sup>†13, 19</sup>	14	200 <sup>20</sup>	—
France <sup>1</sup>	12	24	200 <sup>14</sup>	12 <sup>14</sup>
French Antarctica	12	—	—	—
Gabon <sup>1</sup>	12	24	200	—
Gambia	12	18	—	200
Georgia	12	—	200 <sup>29</sup>	—
Germany <sup>1</sup>	12 <sup>9, 27</sup>	—	200 <sup>20</sup>	—
Ghana	12	24	200	—
Greece	6 <sup>30</sup>	—	—	—
Grenada	12	—	200	—
Guatemala	12	—	200	—
Guinea	12	—	200	—
Guinea Bissau <sup>1</sup>	12	—	200	—
Guyana	12 <sup>†</sup>	24	200	—
Haiti <sup>1</sup>	12	24	200	—
Honduras <sup>1</sup>	12	24	200	—
Iceland <sup>1</sup>	12	—	200	—
India	12 <sup>†</sup>	24	200	—
Indonesia <sup>2</sup>	12	—	200	—
Iran <sup>1*</sup>	12 <sup>†</sup>	24	200 <sup>29</sup>	—
Iraq	12	—	—	—
Ireland <sup>1</sup>	12	—	200	—
Israel*	12 <sup>17</sup>	—	200 <sup>29</sup>	—
Italy <sup>1</sup>	12	—	200 <sup>33</sup>	—
Jamaica <sup>2</sup>	12	24	200	—
Japan <sup>1</sup>	12 <sup>22</sup>	24	200	—
Jordan	3	—	—	—
Kenya <sup>1</sup>	12	—	200	—
Kiribati <sup>2</sup>	12	—	200	—
Korea, Democratic People's Republic (North)*	12 <sup>†</sup>	50 <sup>24</sup>	200	—
Korea, Republic of (South) <sup>1</sup>	12 <sup>†6</sup>	24	200	—
Kuwait*	12	—	—	—
Latvia	12	—	200 <sup>20</sup>	—
Lebanon	12	—	—	—
Liberia	12	—	200	—
Libya <sup>1, 5</sup>	12 <sup>†</sup>	—	200	74 <sup>20</sup>
Lithuania	12	—	200 <sup>29</sup>	—
Madagascar <sup>1</sup>	12	24	200	—
Malaysia <sup>1</sup>	12	—	200	—
Maldives <sup>2</sup>	12 <sup>†</sup>	24	200	—
Malta <sup>1</sup>	12 <sup>†</sup>	24	—	25
Marshall Islands <sup>2</sup>	12	24	200	—



Country	TS	CZ	EEZ	FZ
Mauritania <sup>1</sup>	12	24	200	—
Mauritius <sup>1</sup>	12	24	200	—
Mexico <sup>1</sup>	12	24	200	—
Micronesia, Federated States of	12	—	200	—
Monaco <sup>3</sup>	12	—	—	12
Montenegro <sup>1</sup>	12†	—	—	12
Morocco <sup>1</sup>	12	24	200	—
Mozambique <sup>1</sup>	12	—	200	—
Namibia	12	24	200	—
Nauru	12	24	200	—
Netherlands <sup>1</sup>	12	24	200 <sup>20</sup>	—
Netherlands Antilles	12	24	200 to median lines	—
Aruba	12	24	200 to median lines	—
New Zealand	12	24	200	—
Ross Dependency	12	—	—	—
Tokelau	12	—	200	—
Nicaragua	12	24	200	—
Nigeria	12	—	200	—
Niue	12	—	200	—
Norway <sup>1</sup>	12	24	200	—
Bouvetøya	12	—	200	—
Jan Mayen	12	—	200	—
Svalbard <sup>1</sup>	12	—	200	—
Oman <sup>1</sup>	12†	24	200	—
Pakistan <sup>1</sup>	12†	24	200	—
Palau (Belau)	3	—	—	200
Panama	12	24	200	—
Papua New Guinea <sup>2</sup>	12 <sup>15</sup>	—	—	200
Peru*	200	—	—	200
Philippines <sup>2,3</sup>	12	—	200	—
Poland	12	—	200 <sup>29</sup>	—
Portugal <sup>1</sup>	12	24	200	—
Qatar	12	24	— to median lines	—
Romania <sup>1</sup>	12†	24	200	—
Russia <sup>1</sup>	12	24	200	—
St. Kitts-Nevis	12	24	200	—
St. Lucia	12	24	200	—
St. Vincent and the Grenadines <sup>2</sup>	12†	24	200	—
Samoa	12	24	200	—
Sao Tome and Principe <sup>2</sup>	12	—	200	—
Saudi Arabia <sup>1</sup>	12	18	—	—
Senegal <sup>1</sup>	12	24	200	—
Seychelles <sup>2</sup>	12	24	200	—
Sierra Leone	12†	24	200	—
Singapore	12 <sup>8</sup>	—	200 <sup>8</sup>	—
Slovenia	12†	—	—	—
Solomon Islands <sup>2</sup>	12	—	200	—
Somalia	200†	—	—	200
South Africa <sup>1</sup>	12	24	200	—
Spain <sup>1</sup>	12	24	200 <sup>14</sup> to median lines <sup>14</sup>	—
Sri Lanka	12†	24	200	—
Sudan <sup>1</sup>	12†	18	—	—
Surinam	12	—	200	—

Country	TS	CZ	EEZ	FZ
Sweden <sup>1</sup>	12 <sup>27</sup>	—	200 <sup>20</sup>	—
Syria <sup>1</sup>	12†	24	200	—
Tanzania*	12	—	200	—
Thailand <sup>1</sup>	12	—	200	—
Timor-Leste*	12	24	200	—
Togo	30	—	200	—
Tonga <sup>3</sup>	12 <sup>3</sup>	—	200 <sup>3</sup>	—
Trinidad and Tobago <sup>2</sup>	12	24	200	—
Tunisia <sup>1</sup>	12	24	200 <sup>8</sup>	—
Turkey <sup>1*</sup>	12 <sup>7</sup>	—	200 <sup>18</sup>	—
Tuvalu <sup>2</sup>	12	24	200	—
UAE <sup>1*</sup>	12†	24	200	—
UK <sup>1</sup>	12	—	—	200 <sup>31</sup>
Anguilla	3	—	—	200
Bailiwick of Guernsey	3	—	—	12
Bailiwick of Jersey	12	—	—	3 <sup>25</sup>
Bermuda	12	—	200	—
British Antarctic Territory	3	—	—	3
British Indian Ocean Territory	3	—	—	200 <sup>34</sup>
British Virgin Islands	12	—	—	200
Cayman Islands	12	—	—	200
Cyprus (Sovereign Base Areas)	3	—	—	3
Falkland Islands <sup>1</sup>	12	—	—	200 <sup>10</sup>
Gibraltar	3	—	—	3
Isle of Man	12	—	—	12
Montserrat	3	—	—	200
Pitcairn	3	—	200	—
St. Helena and Dependencies	12	—	—	200
South Georgia <sup>1</sup>	12	—	200	—
South Sandwich Islands	12	—	200	—
Turks and Caicos Islands <sup>1</sup>	12	—	—	200
Ukraine <sup>1</sup>	12	—	200	—
Uruguay <sup>1</sup>	12	24	200	—
USA*	12	24	200	—
Vanuatu <sup>2</sup>	12	24	200	—
Venezuela <sup>1*</sup>	12	15	200	—
Vietnam <sup>1</sup>	12†	24	200	—
Yemen*	12†	24	200	—

## Notes:

Limits of dependent territories have not been listed unless they differ from those of the metropolitan state.

- employs straight baseline systems along all or a part of the coast.
- claims archipelagic status.
- claims waters within limits defined by geographic co-ordinates not related to distance from the coastline.
- claims straight baseline system between points along the 18 metre isobath.
- claims all water south of 32° 30' N in the Gulf of Sirte as internal waters.
- claims 3M in Korea Strait.
- claims 6M in Aegean Sea.
- to boundaries provided for in international law.
- special claim extends limit to include the deep water anchorage west of Helgoland.
- 150M in west with a rhumb line between 52° 30' 00S, 63° 19' 25W and 54° 08' 68S, 60° 00' 00W.
- certain islands in the Torres Strait retain 3M territorial sea limit.
- jurisdiction claimed to the limit of the pearl and sedentary fishery grounds.



13. Bogskar has a 3M territorial sea limit.
14. does not claim an EEZ in the Mediterranean, France only claims a 12M fishery limit and a 200M Ecological Protection Zone to defined co-ordinates. Spain claims a fishery limit to median lines in the Mediterranean.
15. reduced to 3M in the Torres Strait area.
16. reduced to 3M in the Gulf of Honduras.
17. reduced to 3M off Gaza.
18. only claims an EEZ in the Black Sea.
19. TS limit reduced in parts of the Gulf of Finland to preserve a high seas corridor.
20. to defined co-ordinates.
21. reduced to 32M west of the longitude of Ras Ténés.
22. TS limits reduced in the following international straits to retain a high seas corridor: La Perouse (Soya), Tsugaru, Osumi, Eastern and Western Channels, and Tsushima.
23. special claim extends limit to include a roadstead off the port of Karumba in the Gulf of Carpentaria.
24. military zone in the Sea of Japan and to EEZ limit in the Yellow Sea.
25. Exclusive Fisheries Zone. Special regime in the Bay of Granville beyond 3M.
26. the outer limit is claimed to that limit permitted by general international law.
27. TS limits reduced in the following areas to retain a high seas corridor: Kattegat, northern approaches to The Sound, southern approaches to The Sound, Samsø Bælt, Kadet Renden, Fehmarn Belt, Kieler Bucht, and Bornholmøst.
28. Ecological and Fisheries Protection Zone.
29. to median lines or boundaries.
30. 10M territorial airspace applies to civil aviation.
31. in addition claims 200M Pollution Zone and 200M Renewable Energy Zone.
32. TS enclave defined by median lines with Croatia.
33. Claims an ecological protection zone to agreed boundaries or median lines.
34. in addition claims 200M Environment Protection and Preservation Zone.

\* indicates a state which has NOT ratified or acceded to the UN Convention on the Law of the Sea (UNCLOS), which came into force on 16 November 1994.

† indicates a state which requires prior permission or notification for entry of foreign warships into the territorial sea. The United Kingdom government does not recognise this requirement.

## 16. PROTECTION OF HISTORIC, DANGEROUS AND MILITARY WRECK SITES

Source: UKHO.

Former Notice 16/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.

### The Protection of Wrecks Act 1973

The Protection of Wrecks Act, 1973, enables the Secretary of State to make orders to protect certain wreck sites in United Kingdom waters from unauthorised interference on account of either:

- a. their historic, archaeological or artistic importance, or
- b. their potentially dangerous condition.

In the case of historic wrecks as in a. above, 'unauthorised interference' includes tampering with, damaging or removing any part of a wreck within the area indicated, or carrying out diving or salvage operations within the area or depositing anything (i.e. anchoring) on the seabed within the area without a special licence issued by the Secretary of State. In the case of wrecks declared to be in a potentially dangerous condition as at b. above, entry into the area is prohibited.

In Scottish waters the functions of the Secretary of State were transferred to the Scottish Ministers by the Scotland Act 1998.

In Welsh waters the functions of the Secretary of State were transferred to the National Assembly for Wales by the Transfer of Functions Order 1999.

The Isle of Man Wreck and Salvage (Ship and Aircraft) Act 1979 affords similar protection in the Isle of Man.

The following wrecks have been declared restricted areas under these Acts, due to their historical and archaeological importance. Positions in this list are referred to the World Geodetic System 1984 Datum. The wreck sites are shown in magenta on Admiralty Charts. The current Admiralty Chart Catalogue (NP131) should be consulted to ascertain which charts are affected.

#### (1) England, East Coast, Thames Estuary, Yantlet Channel

(a) An area some 60 metres by 40 metres bounded by:

51° 29'·7477N., 0° 44'·3802E.,

51° 29'·7435N., 0° 44'·4159E.,

51° 29'·7108N., 0° 44'·4046E.,

51° 29'·7155N., 0° 44'·3689E.

(b) An area some 75 metres by 55 metres bounded by:

51° 29'·7622N., 0° 43'·9862E.,

51° 29'·7532N., 0° 44'·0506E.,

51° 29'·7244N., 0° 44'·0408E.,

51° 29'·7334N., 0° 43'·9764E.

#### (2) England, East Coast, Thames Estuary, Yantlet Channel, South Edinburgh Channel.

An area 100 metres radius around 51° 31'·777N., 1° 14'·792E.

#### (3) England, East Coast, Southwold, Dunwich Bank Westwards.

An area 300 metres radius around 52° 15'·165N., 1° 38'·423E.

#### (4) England, East Coast, Filey Bay.

An area 300 metres radius around 54° 11'·502N., 0° 13'·481W.

#### (5) England, East Coast, Tees Bay, Seaton Sands.

An area 100 metres radius around 54° 39'·508N., 1° 10'·808W.

#### (6) Scotland, East Coast, Firth of Forth, Burntisland Road.

(a) An area 100 metres radius around 56° 02'·403N., 3° 14'·941W.

(b) An area 150 metres radius around 56° 02'·404N., 3° 13'·497W.

#### (7) Scotland, North Coast, Shetland Islands, Out Skerries.

(a) An area 250 metres radius around 60° 25'·167N., 0° 45'·121W.

(b) An area 100 metres radius around 60° 25'·467N., 0° 43'·388W.

#### (8) Scotland, West Coast, North Minch, Loch Inchard South-westwards.

An area 300 metres radius around 58° 26'·189N., 5° 06'·507W.

#### (9) Scotland, West Coast, Morven Peninsula, Eilean Rubha an Ridire.

An area 50 metres radius around 56° 30'·180N., 5° 42'·015W.





**(10) Scotland, West Coast, Island of Mull, Duart Point.**

An area 75 metres radius around 56° 27'·440N., 5° 39'·386W.

**(11) Scotland, West Coast, Island of Mull, Mingary Bay.**

An area 250 metres radius around 56° 41'·488N., 6° 04'·413W.

**(12) Ireland, North Coast, County Antrim.**

An area 300 metres radius around 55° 14'·850N., 6° 30'·108W.

**(13) Isle of Man, Castletown Bay.**

An area 350 metres radius around 54° 03'·130N., 4° 37'·800W.

**(14) Wales, North-West Coast, off Anglesey, The Skerries.**

An area 100 metres radius around 53° 25'·281N., 4° 36'·736W.

**(15) Wales, North Coast, Rhyl Flats.**

An area 300 metres radius around 53° 23'·795N., 3° 33'·257W.

**(16) Wales, North Coast, Menai Strait.**

An area 150 metres radius around 53° 12'·783N., 4° 11'·788W.

**(17) Wales, West Coast, Cardigan Bay, Barmouth.**

(a) An area 300 metres radius around 52° 46'·749N., 4° 07'·602W.

(b) An area 200 metres radius around 52° 46'·531N., 4° 11'·025W.

**(18) Wales, West Coast, The Smalls.**

An area 100 metres radius around 51° 43'·205N., 5° 40'·191W.

**(19) England, West Coast, Bristol Channel, Lundy Island.**

(a) An area 50 metres radius around 51° 11'·086N., 4° 38'·859W.

(b) An area 100 metres radius around 51° 11'·139N., 4° 39'·477W.

**(20) England, West Coast, Bristol Channel, Cligga Head.**

An area 250 metres radius around 50° 20'·109N., 5° 10'·885W.

**(21) England, West Coast, Isles of Scilly, Tearing Ledge.**

An area 200 metres radius around 49° 52'·236N., 6° 26'·537W.

**(22) England, West Coast, Isles of Scilly, St. Mary's Sound.**

(a) An area 150 metres radius around 49° 54'·364N., 6° 19'·889W.

(b) An area 300 metres radius around 49° 55'·471N., 6° 20'·505W.

**(23) England, West Coast, Isles of Scilly, Crow Sound.**

(a) An area 75 metres radius around 49° 56'·445N., 6° 16'·381W.

**(24) England, South Coast, The Lizard.**

An area 100 metres radius around 49° 58'·553N., 5° 14'·506W.

**(25) England, South Coast, Mounts Bay.**

(a) An area 250 metres radius around 50° 03'·814N., 5° 17'·435W.

(b) An area 150 metres radius around 50° 03'·336N., 5° 16'·912W.

(c) An area 75 metres radius around 50° 02'·369N., 5° 16'·461W.

**(26) England, South Coast, Lizard Point.**

An area 200 metres radius around 49° 57'·480N., 5° 12'·990W.

**(27) England, South Coast, Rame Head.**

(a) An area 150 metres radius around 50° 18'·601N., 4° 12'·051W.

(b) An area 250 metres radius around 50° 18'·995N., 4° 11'·638W.

**(28) England, South Coast, Plymouth, Cattewater.**

An area 50 metres radius around 50° 21'·725N., 4° 07'·693W.

**(29) England, South Coast, River Erme Estuary.**

(a) An area 250 metres radius around 50° 18'·445N., 3° 57'·259W.

(b) An area 100 metres radius around 50° 18'·185N., 3° 57'·479W.

**(30) England, South Coast, Prawle Point.**

(a) An area 250 metres radius around 50° 12'·732N., 3° 44'·749W.

(b) An area 300 metres radius around 50° 12'·736N., 3° 44'·404W.

**(31) England, South Coast, Teignmouth.**

An area some 200 metres square bounded by:

50° 32'·996N., 3° 29'·304W.,

50° 32'·998N., 3° 29'·177W.,

50° 32'·899N., 3° 29'·301W.,

50° 32'·901N., 3° 29'·174W.

**(32) England, South Coast, West Bay.**

An area 50 metres radius around 50° 42'·244N., 2° 46'·708W.

**(33) Channel Islands, Alderney, The Grois Rocks North-eastwards & Casquets.**

(a) An area 200 metres radius around 49° 44'·236N., 2° 09'·942W.

(b) An area 1·25 miles radius around 49° 43'·340N., 2° 22'·382W.

**(34) England, South Coast, Studland Bay, Poole.**

(a) An area 75 metres radius around 50° 39'·704N., 1° 54'·872W.

(b) An area some 200 metres by 100 metres bounded by:

50° 39'·897N., 1° 55'·591W.,

50° 39'·920N., 1° 55'·514W.,

50° 39'·823N., 1° 55'·441W.,

50° 39'·799N., 1° 55'·518W.

**(35) England, South Coast, Western Approaches to the Solent, The Needles.**

An area 200 metres radius around 50° 39'·735N., 1° 35'·514W.

**(36) England, South Coast, Isle of Wight, Yarmouth.**

An area 50 metres radius around 50° 42'·554N., 1° 29'·682W.

**(37) England, South Coast, River Hamble.**

An area 75 metres radius around 50° 53'·550N., 1° 17'·320W.

**(38) England, South Coast, Portsmouth, Spithead.**

An area 300 metres radius around 50° 45'·834N., 1° 06'·254W.

**(39) England, South Coast, The Solent, Horse Tail.**

An area 100 metres radius around 50° 44'·368N., 1° 02'·321W.

**(40) England, South Coast, Bracklesham Bay.**

(a) An area 300 metres radius around 50° 44'·511N., 0° 55'·279W.

(b) An area 100 metres radius around 50° 45'·135N., 0° 51'·559W.

**(41) England, South Coast, Brighton.**

An area some 200 metres by 150 metres bounded by:

50° 48'·685N., 0° 06'·499W.,

50° 48'·605N., 0° 06'·502W.,

50° 48'·607N., 0° 06'·672W.,

50° 48'·688N., 0° 06'·669W.

**(42) England, South Coast, Rye Bay.**

An area 100 metres radius around 50° 53'·45N., 0° 41'·76E.



**(43) England, South Coast, Eastbourne South-eastwards.**

An area 200 metres radius around 50° 41'·655N., 0° 30'·867E.

**(44) England, South Coast, Hastings, Bulverhythe.**

An area 100 metres radius around 50° 50'·814N., 0° 31'·459E.

**(45) England, South Coast, Rye Bay.**

An area 100 metres radius around 50° 53'·45N., 0° 41'·76E.

**(46) England, South Coast, Dover.**

An area 150 metres radius around 51° 07'·634N., 1° 20'·697E.

**(47) England, South Coast, Goodwin Sands.**

(a) An area 300 metres radius around 51° 16'·456N., 1° 30'·412E.

(b) An area 300 metres radius around 51° 15'·480N., 1° 30'·016E.

(c) An area 300 metres radius around 51° 15'·630N., 1° 30'·026E.

(d) An area 150 metres radius around 51° 12'·031N., 1° 30'·456E.

(e) An area 150 metres radius around 51° 16'·443N., 1° 34'·537E.

**(48) England, East Coast, The Downs.**

An area 50 metres radius around 51° 13'·967N., 1° 26'·009E.

The following wreck sites have been declared restricted areas under the Act due to the potentially dangerous condition of the wrecks:

**Sheerness, Middle Sand.**

An area round the stranded wreck of the 'Richard Montgomery' enclosed by straight lines joining the following positions:

51° 28'·099N., 0° 47'·100E.,

51° 27'·950N., 0° 47'·367E.,

51° 27'·865N., 0° 47'·083E.,

51° 27'·999N., 0° 46'·916E.

has been declared a prohibited area on account of explosives contained in the wreck which make it a potential danger to life and property. Four lighted special buoys laid due N., E., S., and W. of the wreck are shown on Admiralty Charts; these buoys mark the approximate positions of the corners of the rectangle described above.

**The Skerries South-eastwards, East Platters.**

An area round the wreck of the 'Castilian' with radius 500 metres and centred on 53° 25'·011N., 4° 35'·918W [WGS84], has been declared a prohibited area on account of explosives contained in the wreck which make it a potential danger to life and property.

**The Ancient Monuments and Archaeological Areas Act 1979.**

Under the Ancient Monuments and Archaeological Areas Act 1979 Scottish Ministers have a responsibility to compile and maintain a Schedule of ancient monuments of national importance. The definition of 'monument' in the Act includes 'any site comprising the remains of any vessel or part thereof'.

It is an offence under Section 2 of the Act if any person executes or causes or permits to be executed any works which affect a scheduled monument unless the works have received the prior consent of the Scottish Ministers, known as 'scheduled consent.'

The following wrecks have been declared restricted areas under this Act, due to their historical and archaeological importance. Positions in this list are referred to the World Geodetic System 1984 Datum. The wreck sites are shown in magenta on Admiralty charts. The current Admiralty Chart Catalogue (NP131) should be consulted to ascertain which charts are affected.

**Scotland, North Coast, Orkney Islands.**

(a) An area 250 metres radius around 58° 53'·198N., 3° 09'·181W.

(b) An area 250 metres radius around 58° 53'·622N., 3° 09'·904W.

(c) An area 250 metres radius around 58° 53'·475N., 3° 10'·010W.

(d) An area 250 metres radius around 58° 53'·815N., 3° 09'·207W.

(e) An area 250 metres radius around 58° 52'·943N., 3° 08'·455W.

(f) An area 250 metres radius around 58° 53'·350N., 3° 11'·352W.

(g) An area 250 metres radius around 58° 53'·830N., 3° 08'·550W.

**The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2002.**

The following areas have been declared controlled sites under this Act, due to their comprising the remains of, or a substantial part of, a vessel which sank less than two hundred years ago while in military service. A person who interferes with the remains of a vessel in a place which is part of a controlled site commits an offence unless he has a licence. Activities and operations which are offences at a controlled site if conducted without the authority of a licence are at section 2 of the Principal Act. Positions in this list are referred to the World Geodetic System 1984 Datum. The wreck sites are shown in magenta on Admiralty charts. The current Admiralty Chart Catalogue (NP131) should be consulted to ascertain which charts are affected.

**Controlled Sites.****(1) England, East Coast, River Medway.**

An area 100 metres radius around 51° 25'·392N., 0° 39'·172E.

**(2) Scotland, East Coast, Moray Firth.**

An area 750 metres radius around 58° 18'·467N., 2° 28'·938W.

**(3) Scotland, East Coast, Cromarty Firth.**

An area 100 metres radius around 57° 41'·244N., 4° 05'·310W.

**(4) Scotland, North Coast, Scapa Flow.**

An area 200 metres radius around 58° 55'·848N., 2° 59'·001W.

**(5) Scotland, North Coast, Flotta Northwards.**

An area 200 metres radius around 58° 51'·400N., 3° 06'·405W.

**(6) Scotland, Orkney Islands Westwards.**

An area 300 metres radius around 59° 07'·065N., 3° 23'·843W.

**(7) Scotland, West Coast, Firth of Clyde.**

An area 200 metres radius around 55° 37'·747N., 5° 00'·953W.

**(8) Wales, West Coast, Caernarfon Bay.**

An area 300 metres radius around 53° 05'·483N., 4° 41'·975W.

**(9) England, South Coast, Rame Head Westwards.**

An area 200 metres radius around 50° 18'·518N., 4° 17'·984W.

**(10) England, South Coast, Start Point Eastwards.**

An area 400 metres radius around 50° 13'·179N., 3° 04'·071W.

**(11) England, South Coast, Isle of Wight South-eastwards.**

An area 250 metres radius around 50° 29'·442N., 0° 58'·351W.

**(12) Channel Islands, Alderney North-westwards.**

An area 400 metres radius around 49° 50'·023N., 2° 34'·533W.

**Designated Vessels.**

Each of the following vessels is designated as a vessel to which the Act applies due to their having sunk on or after 4th August 1914 while in military service. Unless a licence has been obtained, it is an offence to contravene section 2(2) of the Principal Act in any place where there is believed or there are reasonable grounds for suspecting that the place comprises the remains of an aircraft or vessel to which the Principal Act applies.

- (a) The vessel known as ATLANTIC CONVEYOR, which sank on or about 25 May 1982.
- (b) The vessel known as HMS ACHERON, which sank on or about 17 December 1940.
- (c) The vessel known as HMS AMPHION, which sank on or about 6 August 1914.
- (d) The vessel known as HMS ARDENT, which sank on or about 31 May 1916.
- (e) The vessel known as HMT BEECH, which sank on or about 22 June 1941.
- (f) The vessel known as HMS BLACK PRINCE, which sank on or about 31 May 1916.
- (g) The vessel known as HMS BLACKWOOD, which sank on or about 15 June 1944.
- (h) The vessel known as HMS BOADICEA, which sank on or about 13 June 1944.
- (i) The vessel known as HMS BULLEN, which sank on or about 6 December 1944.
- (j) The vessel known as HMS CALAGARIAN, which sank on or about 1 March 1918.
- (k) The vessel known as RFA CREOSOL, which sank on about 7 February 1918.
- (l) The vessel known as HMS CURACAO, which sank on or about 2 October 1942.



- (m) The vessel known as HMS DEFENCE, which sank on or about 31 May 1916.
- (n) The vessel known as HMS DELIGHT, which sank on or about 29 July 1940.
- (o) The vessel known as HMS DUKE OF ALBANY, which sank on or about 26 August 1916.
- (p) The vessel known as HMS EXMOOR, which sank on or about 25 February 1941.
- (q) The vessel known as HMSM E18, which sank on or about 26 May 1916.
- (r) The vessel known as HMSM E20, which sank on or about 31 January 1918.
- (s) The vessel known as HMS FISGARD II, which sank on or about 17 September 1914.
- (t) The vessel known as HMS FITZROY, which sank on or about 27 May 1942.
- (u) The vessel known as HMS FORTUNA, which sank on or about 3 April 1941.
- (v) The vessel known as HMS FORTUNE, which sank on or about 31 May 1916.
- (w) The vessel known as HMS GHURKA, which sank on or about 8 February 1917.
- (x) The vessel known as HMS GLOUCESTER, which sank on or about 22nd May 1941.
- (y) The vessel known as HMSM G8, which sank on or about 14 January 1918.
- (z) The vessel known as HMS HOOD, which sank on or about 24th May 1941.
- (aa) The vessel known as HMS INDEFATIGABLE, which sank on or about 31 May 1916.
- (bb) The vessel known as HMS INVINCIBLE, which sank on or about 31 May 1916.
- (cc) The vessel known as RFA ISLEFORD, which sank on or about 21 January 1942.
- (dd) The vessel known as HMSM K4, which sank on or about 31 January 1918.
- (ee) The vessel known as HMSM K17, which sank on or about 31 January 1918.
- (ff) The vessel known as HMT KURD, which sank on or about 10 July 1945.
- (gg) The vessel known as HMSM L24, which sank on or about 10 January 1924.
- (hh) The vessel known as HMS LOYALTY, which sank on or about 22 August 1944.
- (ii) The vessel known as HMS LYNX, which sank on or about 9 August 1915.
- (jj) The vessel known as HMSM M1, which sank on or about 12 November 1925.
- (kk) The vessel known as HMSM M2, which sank on or about 26 January 1932.
- (ll) The vessel known as SS MENDI, which sank on or about 21 February 1917.
- (mm) The vessel known as HMS MOURNE, which sank on or about 15 June 1944.
- (nn) The vessel known as HMS NESTOR, which sank on or about 31 May 1916.
- (oo) The vessel known as HMS NOMAD, which sank on or about 31 May 1916.
- (pp) The vessel known as HMS PATHFINDER, which sank on or about 5 September 1914.
- (qq) The vessel known as HMS PATIA, which sank on or about 27 April 1941.
- (rr) The vessel known as HMS PENYLAN, which sank on or about 3 December 1942.
- (ss) The vessel known as HMS PRINCE OF WALES, which sank on or about 10th December 1941.
- (tt) The vessel known as HMS QUEEN MARY, which sank on or about 31 May 1916.
- (uu) The vessel known as HMS REPULSE, which sank on or about 10th December 1941.
- (vv) The vessel known as HMS SHARK, which sank on or about 31 May 1916.
- (ww) The vessel known as HMS SHEFFIELD, which sank on or about 9 May 1982.
- (xx) The vessel known as RFA SIR GALAHAD, which sank on or about 25 June 1982.
- (yy) The vessel known as HMS SPARROWHAWK, which sank on or about 31 May 1916.
- (zz) The vessel known as SS STORA, which sank on or about 3 November 1943.
- (aaa) The vessel known as HMSM SWORDFISH, which sank on or after 7 November 1940.
- (bbb) The vessel known as HMS TIPPERARY, which sank on or about 31 May 1916.
- (ccc) The vessel known as HMSM TURBULENT, which sank on or about 31 May 1916.
- (ddd) The vessel known as HMSM UMPIRE, which sank on or about 19 July 1941.
- (eee) The vessel known as HMSM VANDAL, which sank on or after 24 February 1943.
- (fff) The vessel known as HMS VERVAIN, which sank on or about 20 February 1945.
- (ggg) The vessel known as HMS VORTIGEN, which sank on or about 15 March 1942.
- (hhh) The vessel known as HMS WARRIOR, which sank on or about 31 May 1916.
- (iii) The vessel known as HMS WARWICK, which sank on or about 20 February 1944.
- (jjj) The vessel known as U 12, which sank on or about 5th October 1939.
- (kkk) The vessel known as U 714, which sank on or about 14 March 1945.
- (lll) The vessel known as U 1018, which sank on or about 27 February 1945.
- (mmm) The vessel known as U 1063, which sank on or about 15 April 1945.
- (nnn) The vessel known as UB-65, which sank on or about 14 July 1918.

## 17. TRAFFIC SEPARATION SCHEMES AND INFORMATION CONCERNING ROUTEING SYSTEMS SHOWN ON ADMIRALTY CHARTS

Source: UKHO.

Former Notice 17/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.

1. Following the implementation of the first traffic separation scheme (TSS) in the Dover Strait in 1967, many similar schemes have been established throughout the world. Details of each scheme are shown on the relevant Admiralty charts and many are referred to in Admiralty Sailing Directions. General information about ships' routeing, particularly with respect to regulations, is included in The Mariner's Handbook (NP100), chapter 9.
2. The International Maritime Organization (IMO) is the body responsible for establishing and recommending measures on an international level concerning ships' routeing. Where schemes lie wholly within territorial waters, decisions concerning routeing rest with the national government but such schemes may also be submitted for IMO approval and adoption.
3. The details of schemes adopted by IMO are set out in the current edition of IMO publication "Ships' Routeing" and in subsequent amendments and IMO circulars. See also paragraph 13c below. Compliance with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, is mandatory for all vessels when operating in or near schemes which have been adopted by IMO (see The Mariner's Handbook). In some schemes, special provisions are included governing their use by all vessels or by specified classes of vessels. On the charts, relevant information is given, or there is a recommendation for chart users to consult Admiralty Sailing Directions for details.
4. While vessels using the traffic lanes in schemes adopted by IMO must, in particular, comply with Rule 10 of the International Collision Regulations, they are not thereby given any right of way over crossing vessels; the other Steering and Sailing Rules still apply in all respects, particularly if risk of collision is involved.
5. It is United Kingdom Hydrographic Office (UKHO) policy to insert on Admiralty charts not only the IMO-adopted routeing measures but also those established by coastal states or other competent national authorities concerned with the safety of navigation. On the charts, the IMO-adopted schemes are not normally differentiated from the other routeing schemes; the portrayal of national traffic separation schemes on Admiralty charts is solely for the safety and convenience of shipping and implies no recognition of the international validity of the relevant regulations. Masters of deep draught vessels should note that the existence of a scheme does not imply that the traffic lanes have been adequately surveyed; charted depths and source diagrams (if available) should be studied when planning a passage where depths are critical.
6. When the UKHO has sufficient notice of an intended **amendment** to a TSS which is to be implemented on a given date, a Preliminary Notice to Mariners ((P)NM) will be issued detailing the changes and promulgating the implementation date. New Editions of the more significant scales of paper and ARCS charts showing the changes will be published 4 to 8 weeks prior to the implementation date; this enables the mariner to hold both a copy of the existing chart and a copy of the New Edition depicting the amended TSS. The existing versions of these charts will be renumbered as X versions, having their numbers prefixed with an X to distinguish them from the New Edition. When the TSS changes are implemented, the X versions of the charts will be independently withdrawn and other charts affected by the routeing measure amendments will be updated by textual NM or Block. During the short life of the X versions, any other significant changes to charted detail on these charts will be promulgated by Temporary Notices to Mariners.
7. When a **new** TSS is to be implemented, New Editions of the more significant scales of paper and ARCS charts (or occasionally New Charts) will be published showing the new scheme 4 to 8 weeks prior to the implementation date. A note will be shown on the face of the chart indicating the exact implementation date. Other charts affected by the routeing measure to a lesser extent will be updated separately nearer the implementation date.
8. For GB Electronic Navigational Charts (ENCs) - see also The Mariner's Handbook (NP100) chapter 2 - updates to Routeing Measures such as TSS, are made using a multi-stage process. Firstly, when the (P)NM is issued for the paper charts (para 6 above), the relevant ENCs are updated with Cautionary Areas (CTNARE) covering the area of change attributed with Textual Description Files (TXTDSC) replicating the NM text and Nautical Publication Meta (M\_NPUB) objects of the same area attributed with Pictorial Representation (PICREP) files containing any diagrams associated with the (P)NM. At about the time NEs of paper charts are issued (4 to 8 weeks prior to implementation date), the new or updated routeing measures will be included in an ENC New Edition or update attributed with Date Start (DATSTA) and any old measures to be superseded will be attributed with the Date End (DATEND). This will enable the features to update automatically at the designated implementation date/time. After implementation, approximately coinciding with the cancellation of the (P)NM, a further update/NE of the relevant ENC cells will be issued removing the CTNARE, M\_NPUB and superseded routeing measures. ENCs produced by other national authorities may have a different updating process. See also The Mariner's Handbook chapter 2 for notes on the display of updates on ECDIS that do not meet current type approval standards.



9. It is not possible to replicate the 'X chart procedure' for ENCs as only one version of an ENC can be current within an ECDIS at any one time. This was recognised when defining the S-57 Standard and has been catered for by the inclusion of DATSTA/DATEND attribution to relevant chart objects. UKHO will issue changes to ENCs (updates or New Editions) up to 8 weeks in advance of the implementation date by inserting the new routing measures attributed with DATSTA and, where appropriate, adding DATEND to any objects that are to be removed at the same time.
10. On an ECDIS with the system clock set correctly to UTC, the changes will be effected automatically. The ECDIS should, however, have functionality to allow preview of the changes; in some cases this may be by advancing the computer system clock to correspond to the implementation time/date of the new measures. Where this is the case, on completion, it must be remembered to reset the ECDIS back to the correct time and date.
11. Details of any new or amended routing measures are also promulgated by Preliminary (P) Notices to Mariners in advance of implementation and these are included within the ENC as text and / or picture files. Such files are accessible through the 'query' or 'review update' mechanism of the ECDIS. The (P) Notices to Mariners and any information relating to the previous scheme will be deleted in the week following implementation.
12. During the period from initial promulgation through to when the ECDIS is updated for Notices to Mariners following the implementation date, users of ECDIS that have been type approved to IEC 61174 Version 1 may see both the old and new routing measures displayed simultaneously, which could render the display confusing. In such a situation, where the ECDIS is unable to apply the DATSTA/DATEND attribution correctly, mariners are advised to obtain paper X charts versions and New Editions of areas where a change to routing measures are pending, as soon as they have been published. The X versions should be referred to up to the time the new measures are implemented before changing over completely to the New Editions of the paper charts and ENC navigation should only be resumed when users are certain that amended routing measures included within the ENC have been recognised by and are displayed on the ECDIS.
13. The list which follows contains details of all the traffic separation schemes at present included in the Admiralty chart series, or in the process of being inserted. Several facts about each scheme are given:
  - a. In each case, only the principal Admiralty charts on which the details of the scheme are shown, are quoted. Chart numbers marked thus † indicate that action is in hand to insert new or amended TSS on these charts, by issue of Notice to Mariners or by inclusion in New Edition or New Chart.
  - b. For all schemes, the originating authority is given, where this is known. Where the scheme has been adopted by the International Maritime Organization, the abbreviation "IMO" is shown in the originating column.
  - c. In some cases, the volumes of the Admiralty Sailing Directions which contain details of the scheme are quoted under the heading "Remarks".

List of traffic separation schemes shown on Admiralty Charts.

- (2) **BRITISH ISLES** (including English Channel and southern North Sea for which the Mariner's Routing Guide — Chart 5500 — is recommended as an additional reference)

Scheme Name	Principal Admiralty Charts	Authority	Remarks
Approaches to the River Humber	1188, 104, 107, 1190	IMO	
In the Sunk area and northern Approaches to the Thames Estuary	2692, 1975, 2052, 1183, 1610, 1406, 1408, 2182A	IMO	
At North (Noord) Hinder, (comprising Noord Hinder North and Noord Hinder South Traffic Separation Schemes)	1873, 1872, 1610, 1630, 2449, 1504, 1406, 1408, 2182A	IMO	(*note IMO documentation & charts do not include "Noord", just "North")
In the Approaches to Hook of Holland, (comprising Maas West Outer, Maas West Inner, Maas Northwest and Maas North Traffic Separation Schemes)	110, 122, 125, 1630, 1406, 1408, 2182A	IMO	
At West Hinder	1873, 1874, 323, 1872, 2449, 1610, 1630, 1406, 2182A	IMO	
In the Strait of Dover and adjacent waters	323, 1892, 2451, 1610, 2449, 1406, 2675, 536, 1652, 2450, 2656, 2182A	IMO	
Off Casquets	2656, 2675, 442, 2454	IMO	
Off Land's End, between Seven Stones and Longships	1148, 1178, 2565, 2655, 2649, 2675, 1123, 777	IMO	
South of the Isles of Scilly	2565, 2655, 2649, 2675, 1123	IMO	
West of the Isles of Scilly	2565, 1178, 2649, 2675, 1123, 2655	IMO	
Off Fastnet Rock	2424, 1123, 2649	IMO	
Off Smalls	1478, 1410, 1178, 1121, 1123	IMO	
Off Tuskar Rock	1787, 1178, 1410, 1121, 1123	IMO	
Holyhead Harbour	2011, 1413	Stena Line Ports Limited, Holyhead	
Off Skerries	1413, 1977, 1411, 1826, 1121	IMO	
Liverpool Bay	1978, 1981, 1826	IMO	
Approaches to Dublin	1415, 1468	Government of Ireland	
In the North Channel	2199, 2798, 2723, 2724, 1121, 2635	IMO	
Off Neist Point	1795, 1757, 2635	IMO	

- (3) **RUSSIA, NORTH COAST, NORWAY, FØROYAR AND ICELAND**

Scheme Name	Principal Admiralty Charts	Authority	Remarks
Off Mys Zimnegorskiy	2272, 2273, 3180	Government of Russia	
Off Ostrov Sosnovets	2271, 2272, 3180	Government of Russia	
Off Ostrova Ponoyskiye Ludki	2270, 2271, 3180, 3181	Government of Russia	
Off Tersko-Orlovskiy	2269, 2270, 3180, 3181	Government of Russia	
Off Svyatonosskiy Poluostrov	2269, 3180	Government of Russia	
Entrance to Kol'skiy Zaliv	2966, 2333, 3180	Government of Russia	
Proliv Karskiye Vorota	2967, 3181	Government of Russia	
Off Makkaur	2317	Government of Norway	
Off Nordkinn	2330, 2317	Government of Norway	



<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Off Nordkapp	2315, 2330	Government of Norway	
Off the Coast of Western Norway - Off Runde, Off Stad, Off Sotra, Off Utsira	281, 286, 288, 2305, 2672, 2673, 2674, 2182D	IMO	
Off the Coast of Southern Norway - Off Egersund, Off Farsund, Off Ryvingen, Off Lillesand, Off Risør	259, 275, 281, 1402, 2182B, 2182C, 2672	IMO	
Oslo Fjord, East of Fulehuk	3449, 3500	Government of Norway	
Oslo Fjord, East of Bastøy	3500	Government of Norway	
Oslo Fjord — West of Jeløya	3500, 3501	Government of Norway	
Oslo Fjord — West of Nesoddtangen	3562, 3501	Government of Norway	
Vardø to Røst	2228, 2315, 2317, 2328, 2330, 2366, 2367, 2368, 2962, 3180, 4100, 4101	IMO	
Off the Southwest Coast of Iceland	2734, 2733, 2897	IMO	

## (4) BALTIC SEA

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
The Åland Sea	689, 889, 2296, 2297	IMO	
Off Seskar Island (Ostrov Seskar)	2393, 2264, 2817	Government of Russia	
Off Sommers Island (Ostrov Sommers)	2264, 2817	IMO	
Off Hogland (Gogland) Island (Ostrov Gogland)	2264, 2248, 2817	IMO	
Off Rodsher Island (Ostrov Rodsher)	2248, 2817	IMO	
Off Kalbådagrund Lighthouse	2248, 2817	IMO	
Off Porkkala Lighthouse	1079, 2241, 2248, 2817	IMO	
Off Hankoniemi Peninsula (Hanko)	2241, 2297, 2817	IMO	
Off Köpu Peninsula (Hiiumaa Island) (Köpu Poolsaar)	2222, 2241, 2817	IMO	
Approaches to Stockholm, Sandhamn Entrance	820	Government of Sweden	
North Hoburgs Bank	2288, 2816, 2817	IMO	
South Hoburgs Bank	2288, 2816	IMO	
West Klintehamn	2251, 2361, 2816, 2817	IMO	
South Midsjöbankarna	2251, 2816	IMO	
Adlergrund	2150, 2816	IMO	
Slupska Bank	2150, 2369, 2816	IMO	
Off Öland Island	2251, 2360, 2816	IMO	
Bornholmsgat	958, 2150, 2360, 2816	IMO	
North of Rügen	2115, 2365, 2816	IMO	
South of Gedser	2601, 2365, 2816	IMO	
Between Korsoer and Sprogø (Korsør and Sprogø)	938, 2596	IMO	
Hatter Barn	2589, 2590, 2596, 2108	IMO	
In The Sound	877, 2594, 2115	IMO	
Off Falsterbørev	2595, 2115, 2360, 2816	IMO	

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Off Kiel Lighthouse	2341, 2113	IMO	
Zatoka Gdanska	2688, 2369, 2288, 2816	IMO	
In the Approaches to Tallinn	2227, 2241, 2248	Government of Estonia	
Norra Kvarken	893 †	IMO	Comes into effect 1 May 2013

## (5) NORTH SEA AND NORTH AND WEST COASTS OF DENMARK, GERMANY, NETHERLANDS AND BELGIUM (see also section (2) for schemes in the southern North Sea)

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
German Bight Western Approach	1875, 1633, 1423, 1635	IMO	
In the Approaches to River Elbe	3617, 3619, 1875, 3767, 1635	IMO	
Jade Approach	1875, 3761, 1423	IMO	
Terschelling — German Bight	3631, 3617, 1875, 1633, 3761, 3767, 1423, 1635	IMO	
Vlieland North	1632, 1633, 1408, 1423	IMO	
Off Vlieland	112, 126, 1631, 1632, 1633, 1408, 1423	IMO	
Off Texel	126, 1631, 1408	IMO	
Off Brown Ridge	1504, 1631, 1408	IMO	
West Friesland	1632, 1633, 1408, 1423	IMO	
East Friesland	1633, 1423	IMO	
Off Botney Ground	1503, 1632, 1187, 1408	IMO	

## (6) FRANCE AND SPAIN, NORTH AND WEST COASTS, AND PORTUGAL

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Off Ushant (Île d'Ouessant)	2655, 2649, 2675, 1104, 2643, 2647	IMO	
Off Finisterre	1111, 3633, 87, 1104	IMO	
Approaches to Vigo	1730	Government of Spain	
Off Cape Roca (Cabo da Roca)	3635, 87	IMO	
Off Cape St. Vicente (Cabo de São Vicente)	89, 3636, 91, 87, 3132	IMO	
At Banco del Hoyo	142, 773, 91, 3132	IMO	
Canary Islands	1869, 1870, 3133, 3134	IMO	

## (8) MEDITERRANEAN AND BLACK SEAS

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
In the Strait of Gibraltar	91, 773, 142, 1448, 3578, 1912	IMO	
Off Cabo de Gata	774, 2437	IMO	
Off Cape Palos (Cabo de Palos)	774, 1700	IMO	
Off Cape la Nao (Cabo de la Nao)	1700, 1701	IMO	
Approaches to Skikda	252, 855, 2121	Government of Algeria	
Approaches to Golfe d'Oran	822, 1909, 2437, 774	Government of Algeria	
Off Cani Island (Îles Cani)	2121, 2122, 165	IMO	
Approaches to Castellon	1514, 1701	Government of Spain	
Approaches to Barcelona	1180, 1196	Government of Spain	
Approaches to Genova	354, 355, 356, 1998†	Government of Italy	
Approaches to Porto-Vecchio	1425, 1992	Government of France	
Golfo di Olbia	1211	Government of Italy	



<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Off Cape Bon (Cap Bon)	2122, 165	IMO	
Approaches to Pontile SARAS No 1 & Pontile SARAS No 2 (Saroch Oil Terminal)	1208	Government of Italy	
Approaches to Pontile ENICHEM Sud	1208	Government of Italy	
Approaches to Cagliari	1208	Government of Italy	
Approaches to Livorno	119, 1998, 1999	Government of Italy	
Approaches to Piombino	131	Government of Italy	
Approaches to Civitavecchia	907, 1911, 1999	Government of Italy	
Approaches to Napoli	914, 915, 908	Government of Italy	
Approaches to Torre Annunziata	916	Government of Italy	
Approaches to Castellammare di Stabia	916	Government of Italy	
In Stretto di Messina	917, 1018	Government of Italy	
Approaches to Palermo	963	Government of Italy	
Approaches to Catania	992	Government of Italy	
Approaches to Taranto	1643, 1417	Government of Italy	
Approaches to Bari	140	Government of Italy	
Approaches to Brindisi	1418, 186, 187, 188	Government of Italy	
Approaches to Ancona and Falconara Marittima	1444, 220, 200	Government of Italy	
In the North Adriatic Sea: Approaches to the Gulf of Trieste Approaches to the Gulf of Venice In the Gulf of Trieste Approaches to Koper Approaches to Monfalcone	1483, 1467, 1471, 201, 515, 202, 204, 220, 1440	IMO	
Approaches to Chioggia, Malamocco and Venezia	1449, 1483, 204	Government of Italy	
Approaches to Trieste	1471	Government of Italy	
Otranto	187, 188	Government of Italy	
Off Otok Palagruža	196, 200, 1440	Government of Croatia	
In Vela Vrata	2719, 204	Government of Croatia	
Saronikos Gulf (Saronikós Kólpos, in the Approaches to Piraiévs)	1657	IMO	
Approaches to Thessaloníki	2070, 1085	IMO	
Between Çanakkale Bogazi (The Dardanelles) and Istanbul Bogazi (The Bosphorus) including Marmara Denizi	1086, 1608, 2429, 1004, 1005, 2286, 1158, 1159, 1198, 3930, 224, 2230	IMO	
Between Burgas and Nos Kaliakra	2399, 2285, 2230, 2283	Government of Bulgaria	
Approaches to Burgas	2399, 2283	Government of Bulgaria	
In the Approaches to Constanța and Midia	2284, 2282, 2232, 2230	Government of Romania	
In the Approaches to the Ports of Odesa and Il'ichevsk	2205, 2212, 2243, 2232	IMO	This scheme has been extended by Ukraine to include the Approaches to Yuzhnyy, but the extension has not yet been adopted by IMO

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Between the Ports of Odesa and Il'ichevsk	2205, 2212, 2243	IMO	
Sevastopol Harbour Approaches	2232, 2233, 2217	IMO	
Cape Khersones to Cape Aitodor	2232, 2233, 2217	IMO	
In the Southern Approaches to the Kerch Strait (Kerchenskiy Proliv)	2242, 2216, 2233	IMO	
In the Northern Approaches to Kerch Strait (Kerchenskiy Proliv)	2234	Governments of Ukraine and Russia	
Approaches to Berdyans'k and Mariupol'	2234	Government of Ukraine	
Approaches to Novorossiysk	3316, 3311	Government of Russia	
Approaches to P'ot'i	3317†, 3313, 2236	Government of Georgia	
Approaches to Supsa	3313, 2236	Government of Georgia	
Approaches to Bat'umi	3317†, 3313, 2236	Government of Georgia	
In the Approaches to Ashdod	1591	Government of Israel	
Western Approaches to Minâ' Dumyât	2578, 2573, 2574	IMO	
Eastern Approaches to Minâ' Dumyât	2578, 2573, 2574	IMO	
Western Approaches to Bûr Sa'id	2578, 2573	IMO	
Eastern Approaches to Bûr Sa'id	2578, 2573	IMO	

**(10) AFRICA, SOUTH AND EAST COASTS, AND MADAGASCAR**

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Approaches to Port Elizabeth	4158, 4157, 4156	Government of South Africa	
Approaches to Saldanha Bay	4145, 4146, 4151, 578	Government of South Africa	
Approaches to Table Bay	1846, 4148, 4150, 4145, 4146, 4151, 4152, 578	Government of South Africa	
Alphard Banks (South of Cape Infanta)	4153, 578	IMO	
FA Platform (South of Cape St Blaize)	4153, 4155, 578, 2095	IMO	

**(11) RED SEA, ARABIA, IRAQ AND IRAN**

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
In the Gulf of Suez	2133, 333, 2373, 2374, 2375, 159	IMO	The Mariner's Routeing Guide, Chart 5501, is recommended as an additional reference
In the Entrance to the Gulf of Aqaba	801, 2375, 12, 159	IMO	
In the Approaches to Yanbu'	326, 327, 328, 158	The Royal Commission for Jubail and Yanbu', Kingdom of Saudi Arabia	
West and South of Hanish al Kubra	453, 1925, 143, 6, 157	IMO	
East of Jabal Zuqar Island	453, 1925, 143, 6, 157	IMO	
In the Strait of Bab-el-Mandeb	452, 1925, 3661, 143, 6, 157	IMO	
Off Ras al Hadd	38, 2851, 707, 2858	IMO	



<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Off Ra's al Kuh	3171, 3520, 2888, 2851, 2837, 2858	IMO	
In the Strait of Hormuz	3172, 3173, 2888, 2837, 2851, 2858	IMO	
Tunb-Farur	2441, 3174, 2887, 2888, 2837, 2858	IMO	
Between Zaqqum and Umm Shaif	2443, 2444, 3178, 3179, 2886, 2887, 2889, 2837, 2858	IMO	
Das Deep Water Approach Channel	2443, 2444, 2886, 2887, 2889, 2837, 2858	Government of United Arab Emirates	
In the Approaches to Ras Tanura and Ju'aymah	3776, 3812, 3777, 3788, 3790, 2882, 2883, 2886, 2837, 2847, 2858	IMO	Amended width of Arrival Channel not yet IMO adopted.
Marjan/Zuluf	3774, 2882, 2884, 2847, 2858	IMO	
Approaches to the Port of Ra's al Khafji	1224, 3773, 3774, 2882, 2884, 2847, 2858	IMO	
Off Minā' Al Ahmadi	1223, 3773, 2882, 2884, 2847, 2858	IMO	

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

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Off Mumbai	2621, 1487	Director General, Shipping, India	Mandatory for all Indian and Foreign flag ships
Off Dondra Head	3265, 813, 827, 828, 709	IMO	

## (13) MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

(The Mariners' Routeing Guide - Chart 5502 - is recommended as an additional reference)

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Port of Singapore — Traffic Systems — Sinki Fairway	4031, 4032, 4034, 4035, 4040, 3833	Maritime and Port Authority of Singapore	See Admiralty Sailing Directions, NP44
Port of Singapore — Traffic Systems — Southern Fairway	3833, 4035, 4036, 4037, 4040, 4041	Maritime and Port Authority of Singapore	See Admiralty Sailing Directions, NP44
At One Fathom Bank	2139, 3940, 3945, 3946, 1353, 1358	IMO	See Admiralty Sailing Directions, NP44
Port Klang to Port Dickson	1140, 2139, 3940, 3946, 1358	IMO	See Admiralty Sailing Directions, NP44
Port Dickson to Tanjung Keling	3946, 3947, 1358	IMO	See Admiralty Sailing Directions, NP44
Malacca to Iyu Kecil	3833, 2403, 3946, 3947, 1358	IMO	See Admiralty Sailing Directions, NP44
In the Singapore Strait (Main Strait)	4030, 4031, 4036, 4038, 4039, 4040, 4041, 3833, 5502, 2403, 3947, 1358	IMO	See Admiralty Sailing Directions, NP44
Singapore Strait (Off St. John's Island)	4040, 4041, 3833, 5502, 2403, 1358	IMO	See Admiralty Sailing Directions, NP44
Singapore Strait (Off Changi/Pulau Batam)	4037, 4041, 4042, 3831, 3833, 5502, 2403	IMO	See Admiralty Sailing Directions, NP44
At Horsburgh Lighthouse Area	4042, 3831, 2403, 1311, 3543, 5502, 1312	IMO	See Admiralty Sailing Directions, NP44

## (14) CHINA SEA WITH ITS WEST SHORE AND CHINA

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
East Lamma Channel, Hong Kong	4121, 4127, 4129, 341, 937, 3026	IMO	
Tathong Channel, Hong Kong	4117, 4126, 4127, 341, 937, 3026	IMO	
North-west Siu A Chau, North Cheung Chau and South Cheung Chau	4121, 4129, 341, 937, 3026	Government of Hong Kong SAR, China	See Admiralty Sailing Directions, NP30
Dangan Shuidao and Lantau Channel	341, 937, 3026	Government of Hong Kong SAR, China	See NM5302(T)/05
Qingzhou	341, 3026	Government of Peoples' Republic of China	For High Speed Craft Only
Ningbo-Zhoushan-Xiazhi Men	1126, 1124, 1130	Government of Peoples' Republic of China	
Approaches to Shanghai	1601, 1602, 1603, 1124, 1199, 3480, 2412	Government of Peoples' Republic of China	
Above Wusong Kou	1601, 1603, 1604	Government of Peoples' Republic of China	
Huangpu Jiang	1601	Government of Peoples' Republic of China	
Hengsha	1603	Government of Peoples' Republic of China	
Off Chengshan Jiao	1254, 1255, 1256, 3480	IMO	
Changshan Shuidao	2119, 1250, 1255	Government of Peoples' Republic of China	
Approaches to Dalian	3697, 1249, 1255	Government of Peoples' Republic of China	
Off Caofeidian	2657, 1250	Government of Peoples' Republic of China	
Approaches to Caofeidian	2657, 1250	Government of Peoples' Republic of China	
T'ai-chung	2618, 3231	—	
Chi-lung	2619, 3658	—	
T'aipei	3658	—	
Approaches to Kao-hsiung	2376, 3230, 3232, 2409	Kao-hsiung Harbour Bureau	
Ko Si Chang to Si Racha and Laem Chabang	986, 1046	Government of Thailand	
Qiongzhou Haixia	3890, 3892, 3991	Government of Peoples' Republic of China	
NE Approaches to Qiongzhou Haixia	3890, 3892	Government of Peoples' Republic of China	
Laotieshan Shuidao	1249, 1255, 1256	Government of Peoples' Republic of China	
Qingdao Gang	876, 1253	Government of Peoples' Republic of China	
Mazu Ao	2419	—	

## (15) JAPAN

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Kurushima Kaikyo	JP132, JP104, JP153, JP1108	Government of Japan	Mandatory for all shipping. See Admiralty Sailing Directions, NP42B
Bisan Seto (North, South & East) and Approaches to Mizushima and Uko (West & East)	JP137A, JP137B, JP153, JP106, JP1127A	Government of Japan	Mandatory for all shipping. See Admiralty Sailing Directions, NP42B



<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Akashi Kaikyo	JP131, JP150A, JP106	Government of Japan	Mandatory for all shipping. See Admiralty Sailing Directions, NP42B
Irago Suido	JP1052, JP1053, JP1051, JP1064	Government of Japan	Mandatory for all shipping. See Admiralty Sailing Directions, NP42A
Uraga Suido and Na Ka-no-Se	JP91, JP1083, JP1067, JP1081, JP1061, JP1062, JP90	Government of Japan	Mandatory for all shipping. See Admiralty Sailing Directions, NP42A

Note: Recommended and Voluntary Schemes in Japanese waters.

Some traffic separation schemes recommended by Japanese government agencies and several voluntary schemes are in use in Japanese waters. Where known, details are given in Admiralty Sailing Directions. These schemes are not shown on Admiralty charts nor on the charts published by the Japanese Hydrographic Office.

#### (16) KOREA AND THE PACIFIC COASTS OF RUSSIA

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Namp'ŏ	1257	Government of Korea	
Approaches to Inch'on and P'yongt'aek	1270, 1271, 1258	Government of Korea	
Off Ong Do	913, 1258	Government of Korea	
Maemul Sudo	3365, 3480	Government of Korea	
Off Pogilto	3365	Government of Korea	
Approaches to Wando Hang	3365	Government of Korea	
Off Hong Do	127	Government of Korea	
Gadeog Sudo, Jinhae Man, Budo Sudo, Tongyeong	1065	Government of Korea	
Approaches to Pusan	1259, 1065	Government of Korea	
Approaches to Kamch'on	1259, 1065	Government of Korea	
Approaches to Wonsan	884	Government of Korea	
Hungnam	885	Government of Korea	
Ch'ongjin	884	Government of Korea	
Najin	884	Government of Korea	
Approaches to P'ohang	898	Government of Korea	
Approaches to Mokp'ŏ	3928, 1558	Government of Korea	
Kŏmundo Northwards	3365, 127	Government of Korea	
Approaches to Kwangyang Hang	3390, 3391, 127	Government of Korea	
In the Approaches to Vladivostok	2432, 2293, 3045, 3044	Government of Russia	
In the Approaches to Zaliv Nakhodka	3041, 2432, 2293, 3046	IMO	
Off Mys Ostrovnoy	2432, 2293, 3046	IMO	
La Perouse Strait	1801, 1802, 2293	Government of Russia	
Proliv Yekateriny	1802, 2293	Government of Russia	
Proliv Shpanberga	1802, 1803, 2293	Government of Russia	
Off Mys Aniva	1802, 2293	IMO	
In the Approaches to Sovetskaya Gavan' and Bukhta Vanino	2161, 3340	Government of Russia	
Proliv Friza	4511	Government of Russia	
Proliv Urup		Government of Russia	Not shown on Admiralty Chart 4511. For details see Admiralty Sailing Directions, NP41

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
South of Ostrov Broutona		Government of Russia	Not shown on Admiralty Chart 4511. For details see Admiralty Sailing Directions, NP41.
Proliv Bussol'	4511	IMO	
Chetvertyy Kuril'skiy Proliv	2128, 4511	IMO	
Mys Povorotnyy to Mys Opasnyy		Government of Russia	Legend shown on Admiralty Chart 4512. For details see Admiralty Sailing Directions, NP23
Approaches to Avachinskaya Guba		Government of Russia	Not shown on Admiralty Chart 4512. For details see Admiralty Sailing Directions, NP23

#### (17) PHILIPPINE ISLANDS, BORNEO AND INDONESIA EXCEPT SUMATERA

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Verde Island Passage	3807, 3489, 4490	Government of Philippines	
Approaches to Manila Bay	3806, 4491	Government of Philippines	
Approaches to Manila Harbour	3931, 3932	Government of Philippines	
Cebu, Mactan Channel	14, 13	Government of Philippines	
Malapascua Island	4477, 4478	Government of Philippines	
Batangas	3558	Government of Philippines	
Approaches to Bintulu Port	1748, 2100, 3837	Government of Malaysia	

#### (18) AUSTRALIA AND PAPUA NEW GUINEA

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
South of Wilsons Promontory in the Bass Strait	Aus 802, Aus 357A, Aus 357, Aus 487	IMO	
In the Bass Strait	Aus 357A, Aus 357, Aus 487	IMO	
Port Jackson	Aus 197, Aus 201, Aus 200	Government of Australia	
Botany Bay	Aus 197, Aus 198, Aus 199	Government of Australia	
Port Darwin	Aus 28, Aus 24, Aus 26	Government of Australia	

#### (21) ALEUTIAN ISLANDS, ALASKA AND WEST COAST OF NORTH AMERICA, INCLUDING MEXICO

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Prince William Sound and Valdez Arm	4979, 4980, 4981, 4982	IMO	
In the Strait of Juan de Fuca and its Approaches	4945, 4947, 4950, 4951, 4953	IMO	
In Puget Sound and approaches in Haro Strait, Boundary Pass and in the Strait of Georgia	4950, 1947, 46, 47, 48, 80, 4951, 4952, 4955, 4960	IMO	
Vancouver Harbour	4952, 4962	Government of Canada	
Off San Francisco	229, 591	IMO	
San Francisco Harbor and inner approaches	591, 588	Government of USA	
In the Santa Barbara Channel and in the Approaches to Los Angeles — Long Beach	1063, 899, 2530	IMO	



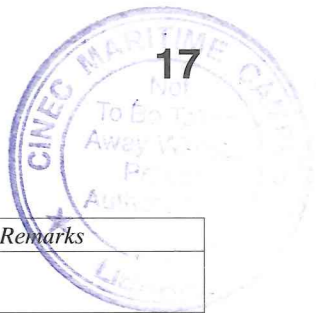
<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
In the Approaches to Manzanillo	1979	API Manzanillo	Details in VTS Guide published by API Manzanillo
In the Approaches to Salina Cruz	1023, 1940	IMO	

**(22) WEST COASTS OF CENTRAL AND SOUTH AMERICA**

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Landfall and Approaches to Talara Bay	3089, 3092	IMO	
Landfall and Approaches to Bahía de Paita	3089, 3092	IMO	
Landfall off Puerto Salaverry	3091, 3092	IMO	
Landfall and Approaches to Ferrol Bay (Puerto Chimbote)	3083, 3091	IMO	
Approaches to Callao	1853, 3091	IMO	
Landfall and Approaches to San Martín	3084, 3091	IMO	
Landfall and Approaches to San Nicolás Bay	3090	IMO	
Landfall and Approaches to Puerto Ilo	3090	IMO	
In the Approaches to Arica	4217, 4218	IMO	
In the Approaches to Iquique	3076, 4218, 4219	IMO	
In the Approaches to Antofagasta	4223, 4225, 4227	IMO	
In the Approaches to Quintero Bay	4235, 4238, 4239, 4240	IMO	
In the Approaches to Valparaíso	4235, 4238, 4240, 4242	IMO	
In the Approaches to Concepción Bay (Bahía Concepción)	4240, 4245, 4246, 4247	IMO	
In the Approaches to San Vicente Bay (Bahía San Vicente)	4240, 4245, 4246, 4247, 4249	IMO	
In the Approaches to Puntas Arenas	1694, 554, 4267	IMO	

**(25) CARIBBEAN SEA, WEST INDIES AND THE GULF OF MEXICO**

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
Canal de Maracaibo	1520, 1521	Government of Venezuela	
Golfo de Venezuela	2190	Government of Venezuela	
Off Cabo San Antonio	3867, 1220, 2579	IMO	
Off La Tabla	3867, 1220, 2579	IMO	
Off Costa de Matanzas	3866, 3867, 1217, 2579	IMO	
In the Old Bahama Channel	2009, 3865, 3866, 2579	IMO	
Off Punta Maternillos	3865, 2579	IMO	
Off Punta Lucretia	3865, 2579	IMO	
Off Cabo Maisi	3865, 1266, 486, 2579, 3935	IMO	
In the Approaches to the Port of Veracruz	374, 376	IMO	
In the Approaches to Galveston Bay	3183, 3854, 3849, 3850	IMO. Government of USA for changes in the vicinity of the Offshore Channel	

**(26) EAST COAST OF NORTH AMERICA AND GREENLAND**

<i>Scheme Name</i>	<i>Principal Admiralty Charts</i>	<i>Authority</i>	<i>Remarks</i>
In the Approaches to the Cape Fear River	3687, 3688, 2864	IMO	
In the Approaches to Chesapeake Bay	2919, 2861	IMO	
Chesapeake Bay, off Smith Point	2920	Government of USA	
Off Delaware Bay	2564, 2670, 2710, 2563, 2861	IMO	
Off New York	3204, 2670, 2755, 2860	IMO	
In the Approaches to Narragansett Bay, Rhode Island and Buzzards Bay, Massachusetts	2890, 2860, 2492, 2670	IMO	
In the Approaches to Boston, Massachusetts	1227, 3096, 2860, 2492, 2670	IMO	
In the Approaches to Portland, Maine	2490, 3676, 2492, 2670	IMO	
Approaches to Bay of Fundy	2492, 2670, 4746, 4747, 4749	IMO	
Approaches to Halifax	2670, 4747, 4748, 4752, 4751	Government of Canada	
In the Approaches to Chedabucto Bay	2670, 4748, 4756, 4762	IMO	
Gulf and River St. Lawrence	4782, 4777, 4774, 4766, 4764, 4775, 4767, 4731, 4735, 4762	Government of Canada	
St. George's Bay	4765, 4748, 4756, 4757	Government of Canada	
Placentia Bay	4739, 4734, 4737	Government of Canada	
Red Island to/á Pinchgut Point	4738	Government of Canada	



## 20. MANDATORY EXPANDED INSPECTIONS – EU DIRECTIVE 2009/16/EC

Source: Maritime and Coastguard Agency.

*Former Notice 20/12 is cancelled. This is a repetition of the former Notice.*

### PORT STATE NOTIFICATIONS

1. Under European Union (EU) Directive 2009/16/EC the EU has introduced a reporting system to be complied with for all ships arriving or leaving a port or anchorage within the EU Region. This new legislation came into effect on the 1<sup>st</sup> January 2011.
2. The operator, agent or Master shall notify, **72 hours** in advance of arrival in port, if ships are eligible for an expanded inspection (3 days pre-arrival notification).
3. Ships subject to expanded inspections are:
  - All ships with a high risk profile;
  - Any passenger ship, oil tanker, gas or chemical tanker or bulk carrier, older than 12 years of age.
4. Information on ships eligible for expanded inspection can be found on the EMSA and Paris MOU websites.
5. Directive 2009/16/EC also recalls the obligation to notify, **24 hours** in advance, for ships bound for a Member State port (24 hours pre-arrival notifications) or at the latest, at the time the ship leaves the previous port, if the voyage time is less than 24 hours or if the port of call is not known or it is changed during the voyage, as soon as this information is available. This obligation falls under Directive 2002/59/EC establishing a common vessel traffic monitoring and information system throughout European Community (EC) waters.
6. The reports shall be sent to the Port Authorities in the normal way.
7. Failure to report the requested information is an offence and may also cause a ship to be targeted for inspection.
8. A list of participating EU countries is shown on the following table:

PARTICIPATING EU COUNTRIES	
Belgium	Latvia
Bulgaria	Lithuania
Cyprus	Malta
Denmark	Netherlands
Estonia	Norway
Finland	Poland
France	Portugal
Germany	Romania
Greece	Slovenia
Iceland	Spain
Ireland	Sweden
Italy	United Kingdom

Further details of the legislation may be found at [www.emsa.europa.eu](http://www.emsa.europa.eu)

9. Further details are published in Admiralty List of Radio Signals NP286.

## 21. CANADIAN CHARTS AND NAUTICAL PUBLICATIONS REGULATIONS

Source: UKHO.

*Former Notice 21/12 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.*

- (1) The *Canadian Charts and Nautical Publications Regulations, 1995*, are regulations requiring the presence on board ships of appropriate charts, tide tables and other nautical documents or publications and respecting their maintenance and use.
- (2) The detailed requirements are reproduced in the appendices to the relevant volumes of Admiralty Sailing Directions.
- (3) A brief synopsis of the requirements contained in the regulations is published annually in Canadian Notice to Mariners No. 13. This has been reproduced as an Annex to this Notice. The Provisional List of Charts and the List of Current Chart Edition Dates referred to in the Annex have not been reproduced, but can be viewed at [www.notmar.gc.ca](http://www.notmar.gc.ca)
- (4) Admiralty charts of Canadian waters form part of a world series designed for ocean and coastal navigation and to afford access to the main ports available to international shipping. To keep regular maintenance within practical limits, it is UKHO policy to keep charts to the smallest scale which will adequately show the dangers and navigational aids. Implementation of this policy means that some Admiralty charts of Canadian waters are not the largest scale charts available, thus, in a few cases, Admiralty charts of Canadian waters may not meet the literal requirements defined in the Canadian Regulations. In these cases mariners should consider the use of Canadian charts and Canadian Notices to Mariners.
- (5) A programme of adoption of Canadian charts into the Admiralty chart series commenced in 2001. These new Admiralty charts are maintained up-to-date for all significant changes to related Canadian source charts. As such, they should meet the requirements of Canadian Regulations and have gradually replaced most of the former Admiralty charts of Canadian waters. The full list of Canadian charts adopted into the Admiralty chart series can be found at: [www.charts.gc.ca/copyright-droitdauteur/specCharts-cartesPart-eng.asp](http://www.charts.gc.ca/copyright-droitdauteur/specCharts-cartesPart-eng.asp)
- (6) General information about the charts published by other national Hydrographic Offices and the need, in certain areas, to supplement the Admiralty world series with selected national charts, is given in *The Mariner's Handbook* (NP100); relevant information is also given in the *Catalogue of Admiralty Charts and Publications* (NP131), Parts 1 and 7.
- (7) For detailed information about the procurement of Canadian charts visit the Canadian Hydrographic Service website at [www.charts.gc.ca](http://www.charts.gc.ca) and for Canadian Notices to Mariners visit [www.notmar.gc.ca](http://www.notmar.gc.ca)  
Any difficulty experienced in obtaining or using the Canadian charts or publications should be reported direct to the appropriate address.
- (8) The information given in this Notice is published solely for the safety and convenience of shipping. Attention is drawn to the comments concerning laws and regulations given in *The Mariner's Handbook* (NP100), Chapter 1.



## ANNEX TO ANNUAL NOTICE TO MARINERS No. 21

## CANADIAN ANNUAL NOTICE TO MARINERS NO. 13

## CHARTS AND NAUTICAL PUBLICATIONS, 1995 REGULATIONS AND PROVISIONAL LIST OF CHARTS.

The *Charts and Nautical Publications Regulations, 1995*, require all ships in waters under Canadian jurisdiction, and in addition, all Canadian ships in all waters, to have on board, maintain and use appropriate charts, tide tables, lists of lights and other nautical publications. Following the Provisional List of Charts is the list of current chart edition dates for charts maintained by the Canadian Hydrographic Service. An updated list is available on the internet by accessing the Monthly Edition of Notices to Mariners through <http://www.notmar.gc.ca> or <http://www.charts.gc.ca>

## IMPORTANT SAFETY NOTICE ABOUT THE RELIABLE OPERATION OF ECDIS

**All ECDIS.** Following an announcement by the International Maritime Organization (IMO) concerning potential display anomalies in some ECDIS systems (see IMO MSC Circ 1391), the International Hydrographic Organization (IHO) issued an ENC Data Presentation and Performance Check in October 2011. This check is intended to assist mariners and to help determine the extent of the issues. Reports from sea received by the IHO confirm that a number of manufacturers' ECDIS fail to display some significant underwater features in the "Standard" display mode. In order that all significant objects are visible to the mariner, these ECDIS must be operated in "Full display" or "All display" mode until a software upgrade is made available by the manufacturer. Mariners are strongly recommended to use the IHO ENC Data Presentation and Performance Check issued through ENC service providers and also available directly from the IHO website ([www.iho.int](http://www.iho.int)) to check the operation of their ECDIS and to determine whether their system is affected.

## Provisional List of Charts.

- (1) This list is issued for reference in conjunction with the *Charts and Nautical Publications Regulations, 1995*, so as to assist mariners navigating Canadian waters or Fishing Zones when proceeding to or from the ports indicated. It is also used by Department of Transport Surveyors in enforcing primarily by spot checks the *Charts and Nautical Publications Regulations, 1995*, and when conducting Port State control inspections.
- (2) The list is based on the latest information available to the Directorate, Marine Safety at the time of publication and the national Chart Catalogues and Notices to Mariners concerned must be consulted for information on the latest chart editions, new charts and chart cancellations. Charts must be corrected from all pertinent information available before being used in the navigation of a ship.
- (3) Any chart listed on the same line as the Canadian chart may be used as an equivalent in the immediate area concerned except those charts marked REFERENCE, which are to be used for reference purposes only because their chart scale does not comply with that required by the Regulations.
- (4) The list will be published yearly and updated by Notices to Mariners.

Authority: Transport Canada.  
Canadian Hydrographic Service (CHS).

## 22. US NAVIGATION SAFETY REGULATIONS RELATING TO NAVIGATION, CHARTS AND PUBLICATIONS

Source: UKHO.

Former Notice 22/12 is cancelled. This is a repetition of the former Notice.

1. Parts of the Navigation Safety Regulations in force in the United States of America (USA) relate to nautical charts and publications and their use in the navigable waters of the US, except the St. Lawrence Seaway.
2. The relevant sections are reproduced at Annex A to this Notice.
3. Admiralty charts of US waters form part of a world series designed for ocean and coastal navigation and to afford access to the main ports available to international shipping. To keep regular maintenance within practical limits, it is UKHO policy to keep charts to the smallest scale which will adequately show the dangers and navigational aids. Chart updating information promulgated by Admiralty Notices to Mariners is normally restricted to those items considered essential for safe navigation.
4. The Admiralty chart series of US waters includes cover of most major ports and their approaches, at scales closely equivalent to those used by the US; these charts comply fully with Code of Federal Regulations Title 33 Navigation and Navigable Waters Part 164 (see Annex). However, some delay is inevitable before complete details of extensive changes shown on a New Edition of a US chart can be included in the equivalent Admiralty chart. In these cases, and for entry to any minor port, mariners are advised to consider whether they need to acquire the latest US charts, publications and Notices to Mariners available at previous ports of call.
5. General information about the charts published by other national Hydrographic Offices and the need, in certain areas, to supplement the Admiralty world series with selected foreign charts, is given in *The Mariner's Handbook* (NP100); relevant information is also given in the *Catalogue of Admiralty Charts and Publications* (NP131), Parts 1 and 7.
6. US charts of US waters are published by the Office of Coast Survey. Advice about types of US charting products and how to obtain them, can be found at: [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
7. US Notices to Mariners, which include information for updating US NOS charts for the purposes of ocean going vessels, are published weekly by the National Geospatial-Intelligence Agency (NGA). US Notices to Mariners are available via the NGA Maritime Safety Information Division website: [www1.nga.mil/Pages/default.aspx](http://www1.nga.mil/Pages/default.aspx)
8. The information given in this Notice is published solely for the safety and convenience of shipping. Attention is drawn to the comments concerning laws and regulations given in *The Mariner's Handbook* (NP100).



## ANNEX A TO ANNUAL NOTICE TO MARINERS No. 22

EXTRACTS FROM THE US NAVIGATION SAFETY REGULATIONS RELATING TO NAVIGATION,  
CHARTS AND PUBLICATIONS (SOURCE CODE OF FEDERAL REGULATIONS TITLE 33  
NAVIGATION AND NAVIGABLE WATERS PART 164)**164.01 Applicability.**

... applies to each self propelled vessel of 1600 or more gross tons (except foreign vessels described in 164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

**164.02 Applicability exception for foreign vessels.**

... does not apply to vessels that:

- (1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States and
- (2) Are in —
  - (i) Innocent passage through the territorial sea of the United States; or
  - (ii) Transit through navigable waters of the United States which form a part of an international strait.

**164.11 Navigation underway: General.**

The owner, master, or person in charge of each vessel underway shall ensure that:

- (a) The wheelhouse is constantly manned by persons who —
  - (1) Direct and control the movement of the vessel; and
  - (2) Fix the vessel's position;
- (b) Each person performing a duty described in paragraph (a) of this section is competent to perform that duty;
- (c) The position of the vessel at each fix is plotted on a chart of the area and the person directing the movement of the vessel is informed of the vessel's position;
- (d) Electronic and other navigational equipment, external fixed aids to navigation, geographic reference points, and hydrographic contours are used when fixing the vessel's position;
- (e) Buoys alone are not used to fix the vessel's position.

**164.30 Charts, publications, and equipment: General.**

No person may operate or cause the operation of a vessel unless the vessel has the marine charts, publications, and equipment as required by sections 164.33 through 164.41 of this part\*.

**164.33 Charts and publications.**

- (a) Each vessel must have the following:
  - (1) Marine charts of the area to be transited, published by the National Ocean Service, U.S. Army Corps of Engineers, or a river authority that —
    - (i) Are of a large enough scale and have enough detail to make safe navigation of the area possible; and
    - (ii) Are currently corrected.
  - (2) For the area to be transited, a currently corrected copy of, or applicable currently corrected extract from, each of the following publications:
    - (i) U.S. Coast Pilot.
    - (ii) Coast Guard Light List.
  - (3) For the area to be transited, the current edition of, or applicable current extract from:
    - (i) Tide tables published by private entities using data provided by the National Ocean Service.
    - (ii) Tidal current tables published by private entities using data provided by the National Ocean Service, or river current publication issued by the U.S. Army Corps of Engineers, or a river authority.
- (b) As an alternative to the requirements for paragraph (a) of this section, a marine chart or publication, or applicable extract, published by a foreign government may be substituted for a U.S. chart and publication required by this section. The chart must be of large enough scale and have enough detail to make safe navigation of the area possible, and must be currently corrected. The publication, or applicable extract, must singly or in combination contain similar information to the U.S. Government publication to make safe navigation of the area possible. The publication, or applicable extract must be currently corrected, with the exceptions of tide and tidal current tables, which must be the current editions.
- (c) As used in this section, "currently corrected" means corrected with changes contained in all Notices to Mariners published by the National Imagery and Mapping Agency, or an equivalent foreign government publication, reasonably available to the vessel, and that is applicable to the vessel's transit.

\*Note: Subsequent sections, up to and including 164.41 relate to equipment and have not been included in this Annex, except 164.33

**23. HIGH SPEED CRAFT**

Source: Maritime and Coastguard Agency.

Former Notice 23/12 is cancelled. This is a repetition of the former Notice.

1. The definition of High Speed Craft (HSC) is given in the IMO International Code of Safety for High Speed Craft (the HSC Code). Speed alone is not the criterion for classification as an HSC; it is a combination of displacement and operating speed.
2. The market now seems to be stable and there is less likely to be new routes, however mariners need to remain aware that they might be engaging on new routes. HSC are generally engaged on a fixed route, carrying passengers, cars and, in some cases, freight. They proceed at speeds faster than other commercial and leisure vessels.
3. HSC carry no special identification signals and have no special privileges or obligations in the International Regulations for Preventing Collisions at Sea (1972) with later amendments. However, they represent a potential new hazard in the areas where they have recently commenced operations. Their speed may potentially accelerate hazardous situations and bring risk of collision from unexpected directions. Some HSC generate a significant shallow water wave effect as they accelerate or decelerate or when they alter course. This can have a serious impact on small craft and their moorings, close to the shore and on shallow off-lying banks.
4. In the United Kingdom, the lead authority on all matters relating to HSC is:
 

Vessel Policy Branch,  
Maritime and Coastguard Agency,  
Spring Place,  
105 Commercial Road,  
Southampton,  
SO15 1EG



## 26. MARINE ENVIRONMENTAL HIGH RISK AREAS

Source: Maritime and Coastguard Agency.

*Former Notice 26/12 is cancelled. This is a repetition of the former Notice.*

- In 1994 Lord Donaldson recommended in his report 'Safer Ships, Cleaner Seas' that a comparatively limited number of areas of high environmental sensitivity, which are also at risk from shipping, should be identified and established around the UK coast. Lord Donaldson referred to these areas as Marine Environmental High Risk Areas (MEHRAs) and said that their primary purpose was to inform ships' masters of areas where there is a real prospect of a problem arising. In 2001 the areas eventually identified as MEHRAs were those which combined both high sensitivity and a high level of shipping pollution risk. They represent approximately 9% of the UK coastline, which is consistent with Lord Donaldson's view that not more than 10% of the UK coastline should qualify as MEHRAs.
- Location of MEHRAs.

The UK Government has identified 32 MEHRAs:

Name of Area	Approximate location
Bass Rock	56° 05N., 2° 38W
Berry Head	50° 24N., 3° 29W
Berwick	55° 46N., 2° 00W
Dunbar	56° 00N., 2° 31W
Dungeness	50° 55N., 0° 58E
Farne Islands	55° 38N., 1° 37W
Fethaland, Mainland Shetland	60° 38N., 1° 20W
Flamborough Head	54° 07N., 0° 05W
Gallan Head, Isle of Lewis	58° 18N., 6° 48W; 58° 15.5N., 6° 54.0W and 58° 14N., 7° 00W
Harwich & Felixstowe (2 MEHRAs)	51° 55N., 1° 16E and 51° 56N., 1° 19E
Hastings	50° 51.5N., 0° 35.0E
Holy Island	55° 41N., 1° 48W
Islandmagee, County Antrim	54° 50N., 5° 42W
Isle of May	56° 11N., 2° 33W
Kinnaird Head	57° 38N., 1° 53W and 57° 42N., 2° 05W
Muckle Flugga	60° 51N., 0° 55W
Newburgh	57° 19N., 2° 00W
North St Kilda	57° 49N., 8° 35W
Pembrokeshire Islands	51° 44N., 5° 29W; 51° 44N., 5° 17W and 51° 42N., 5° 16W
Plymouth	50° 19N., 4° 12W and 50° 19N., 4° 05W
Portland	50° 35N., 2° 27W
St Abb's Head & Eyemouth	55° 54N., 2° 08W
South Foreland to Ramsgate (2 MEHRAs)	51° 09N., 1° 23E and 51° 20N., 1° 25E
South St Kilda	57° 49N., 8° 35W
Spurn Bight Hastings	53° 36N., 0° 08E
Tees Holy Island	54° 40N., 1° 10W
Tor Ness, Hoy	58° 51N., 3° 23W
Western Solent	50° 42N., 1° 34W
West Islay, Argyll and Bute (2 MEHRAs)	55° 47N., 6° 29W

- The UK Government expects mariners to take note of MEHRAs and either to keep well clear or, where this is not practicable, to exercise an even higher degree of care than usual when passing in close proximity to MEHRAs.
- The complete MEHRA report showing details of the areas can be accessed from the national archives at:  
<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/shippingports/shipping/elc/secmehras/pdfmehras>

## GEOGRAPHICAL INDEX

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940(P)/12	2.80	2038(T)/12	2.299	2693(T)/12	2.187
1013(T)/12	2.23	2040(T)/12	2.300	2752(T)/12	2.246
1015(P)/12	2.136	2043(T)/12	2.300	2778(P)/12	2.54
1017(T)/12	2.183	2065(T)/12	2.326	2782(T)/12	2.54
1018(T)/12	2.92	2073(P)/12	2.26	2797(T)/12	2.38
1025(P)/12	2.23	2074(P)/12	2.27	2853(T)/12	2.335
1026(T)/12	2.84	2139(T)/12	2.243	2855(T)/12	2.69



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2856(T)/12	2.69	3605(T)/12	2.251	4004(T)/12	2.310
2866(T)/12	2.246	3608(T)/12	2.251	4011(T)/12	2.310
2867(T)/12	2.247	3622(T)/12	2.139	4015(P)/12	2.310
2868(T)/12	2.247	3623(T)/12	2.38	4016(T)/12	2.310
2869(T)/12	2.247	3647(T)/12	2.101	4078(T)/12	2.255
2870(T)/12	2.247	3661(P)/12	2.123	4079(T)/12	2.256
2871(T)/12	2.247	3662(T)/12	2.188	4082(T)/12	2.256
2919(T)/12	2.302	3663(T)/12	2.188	4083(T)/12	2.28
2947(P)/12	2.123	3665(P)/12	2.55	4085(P)/12	2.69
2948(T)/12	2.187	3666(T)/12	2.27	4086(P)/12	2.139
2985(T)/12	2.248	3667(T)/12	2.189	4115(T)/12	2.38
2986(T)/12	2.248	3733(T)/12	2.252	4130(P)/12	2.282
3004(T)/12	2.93	3742(T)/12	2.55	4131(P)/12	2.192
3006(T)/12	2.69	3744(T)/12	2.189	4133(P)/12	2.56
3021(T)/12	2.335	3745(T)/12	2.189	4185(T)/12	2.256
3041(T)/12	2.358	3764(P)/12	2.343	4211(T)/12	2.140
3042(T)/12	2.303	3770(T)/12	2.305	4212(T)/12	2.339
3044(T)/12	2.187	3773(T)/12	2.305	4217(T)/12	2.272
3046(T)/12	2.187	3774(T)/12	2.306	4218(T)/12	2.192
3049(T)/12	2.304	3775(T)/12	2.306	4227(T)/12	2.93
3050(T)/12	2.304	3776(T)/12	2.306	4228(T)/12	2.311
3101(T)/12	2.248	3778(T)/12	2.307	4229(T)/12	2.56
3103(T)/12	2.248	3780(T)/12	2.307	4230(P)/12	2.38
3157(P)/12	2.27	3781(T)/12	2.308	4232(T)/12	2.193
3159(T)/12	2.80	3800(P)/12	2.159	4233(P)/12	2.57
3160(T)/12	2.337	3801(T)/12	2.272	4286(T)/12	2.256
3200(T)/12	2.339	3805(T)/12	2.56	4288(T)/12	2.256
3201(T)/12	2.339	3855(T)/12	2.252	4289(T)/12	2.257
3202(T)/12	2.248	3856(T)/12	2.252	4306(T)/12	2.94
3218(T)/12	2.27	3857(T)/12	2.252	4308(P)/12	2.57
3219(T)/12	2.272	3858(T)/12	2.252	4327(T)/12	2.193
3233(T)/12	2.352	3859(T)/12	2.252	4329(T)/12	2.311
3258(T)/12	2.304	3891(T)/12	2.339	4330(T)/12	2.311
3323(T)/12	2.249	3892(T)/12	2.189	4331(T)/12	2.311
3324(T)/12	2.249	3893(P)/12	2.308	4345(T)/12	2.80
3327(T)/12	2.249	3895(T)/12	2.272	4346(T)/12	2.352
3328(T)/12	2.249	3897(T)/12	2.190	4349(T)/12	2.140
3358(T)/12	2.327	3913(T)/12	2.56	4388(T)/12	2.257
3390(T)/12	2.69	3948(T)/12	2.253	4390(T)/12	2.257
3392(T)/12	2.54	3949(T)/12	2.253	4391(T)/12	2.258
3397(P)/12	2.352	3950(T)/12	2.254	4442(T)/12	2.70
3478(T)/12	2.249	3951(T)/12	2.254	4444(P)/12	2.101
3480(T)/12	2.250	3952(T)/12	2.255	4446(T)/12	2.57
3481(T)/12	2.250	3953(T)/12	2.255	4447(T)/12	2.273
3482(T)/12	2.250	3957(T)/12	2.255	4448(T)/12	2.273
3484(T)/12	2.250	3976(P)/12	2.190	4449(T)/12	2.103
3523(T)/12	2.188	3977(P)/12	2.363	4470(T)/12	2.273
3524(T)/12	2.188	3978(T)/12	2.344	4471(T)/12	2.59
3526(T)/12	2.54	3979(T)/12	2.191	4472(T)/12	2.39
3527(T)/12	2.93	3980(P)/12	2.69	4474(T)/12	2.312
3543(T)/12	2.305	3996(T)/12	2.56	4475(T)/12	2.312
3544(T)/12	2.305	3997(T)/12	2.191	4521(T)/12	2.258
3547(T)/12	2.305	3998(T)/12	2.191	4552(T)/12	2.327
3548(T)/12	2.305	3999(T)/12	2.191	4553(P)/12	2.328
3549(T)/12	2.305	4001(P)/12	2.124	4554(T)/12	2.328
3550(T)/12	2.55	4002(P)/12	2.139	4555(P)/12	2.59
3604(T)/12	2.250	4003(T)/12	2.192	4556(T)/12	2.59

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4572(T)/12	2.59	5072(P)/12	2.195	5354(T)/12	2.319
4573(T)/12	2.94	5091(T)/12	2.70	5355(T)/12	2.319
4574(P)/12	2.94	5092(T)/12	2.60	5356(T)/12	2.319
4576(T)/12	2.124	5094(P)/12	2.346	5358(T)/12	2.319
4607(T)/12	2.258	5095(T)/12	2.60	5400(T)/12	2.264
4608(T)/12	2.258	5096(T)/12	2.141	5401(T)/12	2.264
4609(T)/12	2.258	5097(T)/12	2.29	5402(T)/12	2.264
4644(T)/12	2.39	5099(T)/12	2.273	5403(T)/12	2.265
4645(P)/12	2.160	5101(T)/12	2.315	5404(T)/12	2.265
4646(T)/12	2.85	5103(T)/12	2.315	5405(T)/12	2.265
4668(T)/12	2.353	5104(T)/12	2.316	5406(T)/12	2.265
4711(T)/12	2.28	5105(T)/12	2.316	5454(P)/12	2.328
4714(T)/12	2.312	5139(P)/12	2.125	5455(T)/12	2.341
4715(T)/12	2.313	5140(T)/12	2.96	5456(T)/12	2.353
4716(T)/12	2.313	5141(T)/12	2.103	5457(P)/12	2.143
4717(T)/12	2.313	5142(P)/12	2.102	5458(P)/12	2.144
4719(T)/12	2.313	5143(P)/12	2.60	5459(P)/12	2.126
4721(T)/12	2.313	5145(P)/12	2.39	5460(T)/12	2.62
4731(T)/12	2.258	5146(T)/12	2.96	5462(T)/12	2.31
4732(T)/12	2.259	5147(T)/12	2.141	5463(P)/12	2.31
4781(P)/12	2.140	5148(T)/12	2.142	5481(P)/12	2.145
4783(T)/12	2.328	5149(P)/12	2.344	5482(T)/12	2.197
4791(T)/12	2.273	5196(T)/12	2.261	5483(T)/12	2.62
4801(P)/12	2.141	5197(T)/12	2.262	5484(P)/12	2.198
4835(T)/12	2.70	5198(T)/12	2.262	5485(P)/12	2.198
4836(T)/12	2.359	5199(T)/12	2.263	5486(T)/12	2.73
4845(T)/12	2.259	5200(T)/12	2.263	5487(T)/12	2.73
4847(T)/12	2.259	5216(T)/12	2.359	5530(T)/12	2.265
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4866(P)/12	2.28	5218(T)/12	2.39	5532(T)/12	2.266
4867(T)/12	2.339	5220(T)/12	2.61	5533(T)/12	2.266
4868(P)/12	2.28	5222(T)/12	2.328	5534(T)/12	2.266
4874(T)/12	2.314	5223(P)/12	2.328	5545(P)/12	2.359
4875(T)/12	2.314	5224(T)/12	2.29	5555(P)/12	2.103
4876(T)/12	2.315	5242(P)/12	2.142	5556(T)/12	2.104
4894(T)/12	2.353	5243(P)/12	2.196	5557(T)/12	2.86
4896(T)/12	2.85	5244(T)/12	2.70	5558(T)/12	2.341
4918(T)/12	2.193	5245(P)/12	2.196	5559(T)/12	2.145
4956(T)/12	2.60	5246(P)/12	2.30	5584(T)/12	2.320
4957(T)/12	2.194	5287(T)/12	2.263	5585(T)/12	2.321
4971(T)/12	2.259	5288(T)/12	2.263	5586(T)/12	2.321
4973(T)/12	2.260	5289(T)/12	2.264	5587(T)/12	2.322
4974(T)/12	2.260	5297(T)/12	2.61	5588(T)/12	2.322
4975(T)/12	2.260	5300(T)/12	2.97	5589(T)/12	2.322
4976(T)/12	2.260	5301(P)/12	2.160	5590(T)/12	2.323
4977(T)/12	2.260	5302(T)/12	2.40	5591(T)/12	2.323
4978(T)/12	2.261	5305(T)/12	2.353	5592(P)/12	2.199
4981(T)/12	2.341	5322(T)/12	2.274	5593(T)/12	2.199
5015(T)/12	2.273	5323(T)/12	2.80	5595(P)/12	2.274
5016(T)/12	2.194	5324(T)/12	2.97	5596(P)/12	2.160
5017(P)/12	2.96	5325(T)/12	2.70	5627(P)/12	2.329
5018(P)/12	2.194	5326(T)/12	2.61	5628(T)/12	2.97
5019(T)/12	2.70	5334(P)/12	2.126	5629(T)/12	2.97
5066(T)/12	2.261	5349(T)/12	2.62	5630(T)/12	2.97
5067(T)/12	2.261	5350(T)/12	2.62	5631(T)/12	2.97



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5724(P)/12	2.98				
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5808(T)/12	2.268				
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5873(T)/12	2.146				
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5876(T)/12	2.200				
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5898(T)/12	2.361				

(2) BRITISH ISLES

664(P)/06 SCOTLAND - West Coast - Island of Mull - Loch Scridain and Approaches - Depths.

Source: HMS *Echo*

1. A recent survey has shown that numerous depths less than charted exist in Loch Scridain and Approaches. The most significant of these are as follows:

26m	56° 23'·97N., 6° 13'·78W.
28 <sub>5</sub> m	56° 23'·81N., 6° 14'·40W.
20 <sub>7</sub> m	56° 23'·71N., 6° 15'·56W.
19m	56° 23'·56N., 6° 14'·32W.
35m	56° 23'·42N., 6° 16'·98W.
23m	56° 22'·83N., 6° 16'·04W.
26m	56° 22'·20N., 6° 15'·55W.
35m	56° 21'·06N., 6° 12'·12W.
24 <sub>5</sub> m	56° 21'·05N., 6° 10'·77W.
29 <sub>5</sub> m	56° 21'·37N., 6° 07'·94W.

2. A new obstruction with a depth of 16·3m exists in position 56° 22'·58N., 6° 02'·49W.
3. These changes will be included in the next New Editions of Charts 2617 and 2171.

Chart affected — 2171

2277(P)/06 SCOTLAND - North Coast - Sule Skerry to the Orkney Islands - Depths.

Source: UK Government Contract Survey

1. A recent survey has revealed numerous changes to depths between Sule Skerry and the Orkney Islands, with depths less than charted. The most significant depths are as follows (ETRS89 Datum):

30m	59° 08'·28N., 4° 20'·30W.
68m	59° 06'·05N., 4° 00'·50W.
81m	59° 02'·96N., 3° 47'·00W.
46m	59° 07'·45N., 3° 40'·04W.
32m	59° 09'·08N., 3° 34'·93W.
33m	59° 10'·75N., 3° 35'·49W.
29 <sub>5</sub> m	59° 14'·13N., 3° 34'·70W.
48m	59° 15'·78N., 3° 33'·04W.
55m	59° 18'·95N., 3° 30'·75W.
57m	59° 19'·25N., 3° 31'·50W.
85m	59° 24'·70N., 3° 41'·27W.
59m	59° 26'·17N., 3° 24'·39W.
50m	59° 29'·73N., 3° 17'·30W.

2. Former Notice 1687(P)/06 is cancelled.

Chart affected — 1239

1199(P)/08 IRELAND - West Coast - Killary Harbour and approaches - Depths.

Source: Geological Survey of Ireland

1. A recent survey has revealed that numerous depths less than charted exist within Killary Harbour and approaches. The most significant are as follows (positions referred to OSI Datum):

61m	53° 38'·51N., 10° 21'·34W.
45 m	53° 38'·92N., 10° 18'·08W.
48 m	53° 39'·75N., 10° 12'·70W.
39 m	53° 39'·50N., 10° 08'·95W.
33 m	53° 40'·21N., 10° 07'·34W.
34 m	53° 39'·06N., 10° 06'·71W.
22 m	53° 38'·55N., 10° 03'·93W.
21 m	53° 38'·32N., 10° 01'·66W.
20 <sub>2</sub> m	53° 38'·99N., 10° 01'·52W.
19 <sub>9</sub> m	53° 38'·96N., 9° 59'·12W.
13 <sub>3</sub> m	53° 36'·59N., 9° 48'·34W.
14 <sub>6</sub> m	53° 36'·39N., 9° 47'·92W.



**1199(P)/08 IRELAND - West Coast - Killary Harbour and approaches - Depths. (continued)**

2. These depths will be included in the next New Editions of Charts 1820, 2706 and 2707.

**Charts affected — 1820 — 2707**

**1621(P)/08 IRELAND - West Coast - Approaches to Dingle Bay - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist in the approaches to Dingle Bay. The most significant depths are as follows (positions are referred to OSI Datum):

59 m	52° 00'·14N., 10° 34'·51W.
67 m	51° 59'·17N., 10° 31'·60W.
36 m	52° 07'·28N., 10° 38'·03W.
33 m	52° 04'·93N., 10° 38'·27W.
39 m	52° 01'·47N., 10° 40'·31W.
40 m	52° 01'·19N., 10° 37'·07W.
50 m	52° 00'·86N., 10° 31'·56W.
36 m	51° 59'·68N., 10° 40'·31W.
58 m	51° 56'·82N., 10° 42'·82W.
55 m	51° 58'·91N., 10° 49'·06W.

2. These changes will be included in the next New Editions of Charts 2423, 2254, 2789 and 2790.

**Charts affected — 2254 — 2423 — 2789**

**1622(P)/08 IRELAND - South West Coast - Approaches to Bantry Bay, Dunmanus Bay and Long Island Bay - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist in the approaches to Bantry Bay, Dunmanus Bay and Long Island Bay. The most significant depths are as follows (positions are referred to OSI Datum):

56 m	51° 25'·79N., 10° 07'·79W.
38 m	51° 25'·34N., 9° 49'·65W.
48 m	51° 25'·55N., 9° 53'·40W.
45 m	51° 26'·88N., 9° 51'·62W.
47 m	51° 28'·11N., 9° 52'·94W.
42 m	51° 28'·48N., 9° 52'·23W.
49 m	51° 31'·52N., 9° 52'·15W.
40 m	51° 32'·10N., 9° 51'·90W.
54 m	51° 32'·20N., 10° 03'·38W.
42 m	51° 22'·34N., 9° 50'·27W.
41 m	51° 22'·60N., 9° 49'·19W.
44 m	51° 35'·07N., 9° 53'·75W.

2. These changes will be included in the next New Editions of Charts 1840, 2184, 2423, 2424 and 2552.

**Charts affected — 2423 — 2424**

**1623(P)/08 IRELAND - South West Coast - Valentia Island to Black Ball Head - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist between Valentia Island and Black Ball Head. The most significant depths are as follows (positions are referred to OSI Datum):

73 m	51° 28'·47N., 10° 22'·63W.
40 m	51° 34'·53N., 10° 03'·95W.
39 m	51° 44'·03N., 10° 31'·48W.
45 m	51° 46'·18N., 10° 34'·66W.
78 m	51° 44'·75N., 10° 41'·01W.
54 m	51° 48'·75N., 10° 36'·40W.
58 m	51° 43'·28N., 10° 33'·09W.
39 m	51° 43'·76N., 10° 27'·49W.
44 m	51° 45'·02N., 10° 23'·55W.
46 m	51° 41'·83N., 10° 18'·96W.
50 m	51° 40'·95N., 10° 22'·12W.
44 m	51° 42'·74N., 10° 16'·90W.
49 m	51° 31'·34N., 10° 18'·98W.
38 m	51° 34'·98N., 10° 19'·41W.
51 m	51° 36'·85N., 10° 18'·42W.
43 m	51° 35'·90N., 10° 15'·86W.
47 m	51° 33'·63N., 10° 12'·82W.
42 m	51° 34'·09N., 10° 11'·14W.
55 m	51° 46'·56N., 10° 39'·75W.
35 m	51° 46'·64N., 10° 30'·08W.
42 m	51° 45'·29N., 10° 30'·24W.
73 m	51° 48'·32N., 10° 42'·60W.

2. These changes will be included in the next New Editions of Charts 1840, 2423, 2424 and 2495.

**Charts affected — 2423 — 2424 — 2495**

**1700(P)/08 IRELAND - North Coast - Inishtrahull Northwards to Rosguill Peninsula - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist. The most significant of these are as follows (positions refer to OSI Datum):

24.5 m	55° 32'·79N., 7° 14'·66W.
30 m	55° 21'·40N., 7° 35'·15W.
29 m	55° 19'·94N., 7° 38'·61W.
25 m	55° 19'·91N., 7° 45'·13W.
28.5 m	55° 17'·85N., 7° 48'·76W.
29.5 m	55° 17'·54N., 7° 44'·34W.
29.5 m	55° 16'·77N., 7° 48'·62W.

2. These changes will be included in the next New Editions of Charts 2697, 2699, 2723 and 2811.

**Charts affected — 2699 — 2723 — 2811**

**1701(P)/08 IRELAND - West Coast - Tory Island to Dawros Head - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist. The most significant of these are as follows (positions refer to OSI Datum):

39 m	55° 14'·36N., 8° 21'·84W.
39 m	55° 09'·20N., 8° 25'·21W.
35 m	55° 05'·68N., 8° 33'·44W.
50 m	55° 01'·13N., 8° 47'·86W.
43 m	54° 57'·04N., 8° 52'·18W.
47 m	54° 55'·47N., 8° 46'·10W.
32 m	54° 55'·19N., 8° 42'·92W.

2. These changes will be included in the next New Editions of Charts 1879, 1883, 2723, 2725 and 2752

**Charts affected — 1879 — 2723 — 2725**



**1868(P)/08 SCOTLAND - Orkney Islands - Westray and Rousay Westwards and Westray Firth - Depths.**

Source: UK Government Contract Survey

1. Numerous depths less than charted exist in the north-west approaches to the Orkney Islands, including the entrance to Westray Firth and Eynhallow Sound. The most significant are as follows (ETRS89 Datum):

30 <sub>5</sub> m	59° 21'·16N., 3° 01'·44W.
18 <sub>6</sub> m	59° 20'·83N., 3° 01'·17W.
32 m	59° 17'·88N., 3° 03'·00W.
25 m	59° 15'·16N., 3° 01'·00W.
35 m	59° 12'·95N., 3° 07'·99W.
31 m	59° 12'·73N., 2° 59'·95W.
55 m	59° 12'·53N., 3° 17'·01W.
27 <sub>5</sub> m	59° 12'·33N., 3° 03'·60W.
30 m	59° 11'·96N., 2° 58'·80W.
30 m	59° 10'·80N., 3° 07'·90W.
23 <sub>5</sub> m	59° 09'·41N., 3° 14'·49W.

2. These changes will be included in the next New Editions of Charts 1119, 1234, 1239, 1942, 1954, 2249 and 2250.

**Chart affected — 1239**

**2496(P)/08 IRELAND - West Coast - Eagle Island to Malin More Head - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist between Eagle Island and Malin More Head. The most significant of these are as follows (OSI Datum):

13·7m	54° 37'·31N., 8° 26'·26W.
28·5m	54° 36'·05N., 8° 36'·05W.
30m	54° 28'·25N., 8° 40'·43W.
58m	54° 36'·73N., 9° 02'·76W.
56m	54° 31'·63N., 9° 03'·53W.
36m	54° 22'·31N., 9° 47'·82W.
60m	54° 23'·31N., 9° 58'·03W.
59m	54° 22'·08N., 9° 58'·05W.
39m	54° 19'·25N., 9° 59'·81W.
35m	54° 17'·71N., 10° 04'·19W.

2. These changes will be included in the next New Editions of Charts 1127, 2420, 2702, 2703, 2725, 2767, 2792

**Charts affected — 1127 — 2420 — 2703 — 2725 — 2767**

**2550(P)/08 IRELAND - West Coast - Brandon Point to Blasket Islands - Depths.**

Source: Geological Survey of Ireland

1. Numerous depths less than charted exist in the area between Brandon Point and the Blasket Islands. The most significant of these are as follows (OSI Datum):

87m	52° 09'·51N., 10° 39'·74W.
76m	52° 09'·90N., 10° 36'·37W.
69m	52° 10'·22N., 10° 33'·81W.
64m	52° 10'·37N., 10° 32'·23W.
68m	52° 14'·72N., 10° 29'·33W.
76m	52° 14'·56N., 10° 32'·36W.
63m	52° 18'·90N., 10° 21'·24W.
39m	52° 18'·57N., 10° 12'·97W.
50m	52° 24'·17N., 10° 12'·70W.

2. These changes will be included in the next New Editions Charts 2254, 2423, 2739, 2789 and 2790.

**Charts affected — 2254 — 2423 — 2789**

**2705(P)/09 SCOTLAND - Shetland Islands - Mainland - Ramna Stacks and Point of Fethaland Southwards to Esha Ness, Papa Stour Southwards to Rams Head and Ve Skerries. - Depths.**

Source: British Government Survey

1. Numerous depths less than charted exist in the vicinity of Ramna Stacks, Point of Fethaland southwards to Esha Ness and Papa Stour southwards to Rams Head, including Ve Skerries, extending seawards from the shore for a distance of approximately 3000 metres. The most significant depths are as follows (ETRS89 Datum):

30 <sub>5</sub> m	60° 39'·61N., 1° 19'·25W.
29 <sub>5</sub> m	60° 39'·12N., 1° 19'·31W.
23 <sub>5</sub> m	60° 38'·50N., 1° 25'·30W.
25 <sub>5</sub> m	60° 37'·94N., 1° 19'·98W.
26m	60° 37'·68N., 1° 26'·24W.
28 <sub>5</sub> m	60° 36'·99N., 1° 21'·41W.
20 <sub>9</sub> m	60° 33'·93N., 1° 28'·93W.
29m	60° 33'·47N., 1° 29'·05W.
21 <sub>5</sub> m	60° 33'·33N., 1° 31'·44W.
33m	60° 32'·16N., 1° 34'·84W.
25 <sub>5</sub> m	60° 30'·42N., 1° 37'·38W.
47m	60° 23'·22N., 1° 49'·42W.
14 <sub>3</sub> m	60° 22'·45N., 1° 49'·85W.
33m	60° 19'·86N., 1° 46'·60W.
24m	60° 18'·94N., 1° 43'·70W.
16 <sub>2</sub> m	60° 18'·05N., 1° 42'·26W.

2. These changes will be included in the next New Editions of Charts 3281, 3282, 3295 and 3298 and by Notice to Mariners for Charts 219, 1119, 1233 and 1239.

**Chart affected — 1239**

**3081(P)/09 ENGLAND - South Coast - Cornwall - Depths.**

Source: Maritime and Coastguard Agency

1. A recent survey indicates that in many areas depths within 2 miles of the coast, between Bass Point (49° 57'·825N., 5° 11'·185W.) and Land's End (50° 04'·125N., 5° 43'·010W.) are considerably less than charted. The most significant depths from the survey are as follows:

Depth	Position
0 <sub>8</sub> m	49° 57'·401N., 5° 11'·949W.
2 <sub>6</sub> m	49° 57'·020N., 5° 12'·407W.
7 <sub>8</sub> m	49° 56'·968N., 5° 12'·563W.
11 <sub>8</sub> m	49° 56'·996N., 5° 12'·982W.
7 <sub>8</sub> m	49° 57'·274N., 5° 13'·013W.
2 <sub>2</sub> m	49° 57'·606N., 5° 13'·139W.
3 <sub>5</sub> m	49° 58'·357N., 5° 14'·193W.
7 <sub>7</sub> m	50° 05'·119N., 5° 24'·957W.
4 <sub>9</sub> m	50° 06'·324N., 5° 27'·303W.
1 m	50° 07'·226N., 5° 29'·182W.
1 <sub>7</sub> m	50° 07'·171N., 5° 30'·587W.
1 <sub>9</sub> m	50° 07'·016N., 5° 30'·690W.
6 <sub>3</sub> m	50° 03'·234N., 5° 33'·697W.
10 <sub>1</sub> m	50° 01'·957N., 5° 39'·460W.
0 <sub>1</sub> m	50° 02'·144N., 5° 41'·109W.
12 <sub>5</sub> m	50° 03'·911N., 5° 43'·683W.
0 <sub>3</sub> m	50° 04'·963N., 5° 32'·055W.

(All positions are referred to ETRS89 Datum)

2. These and other changes will be included in the next update of charts

**Chart affected — 154**



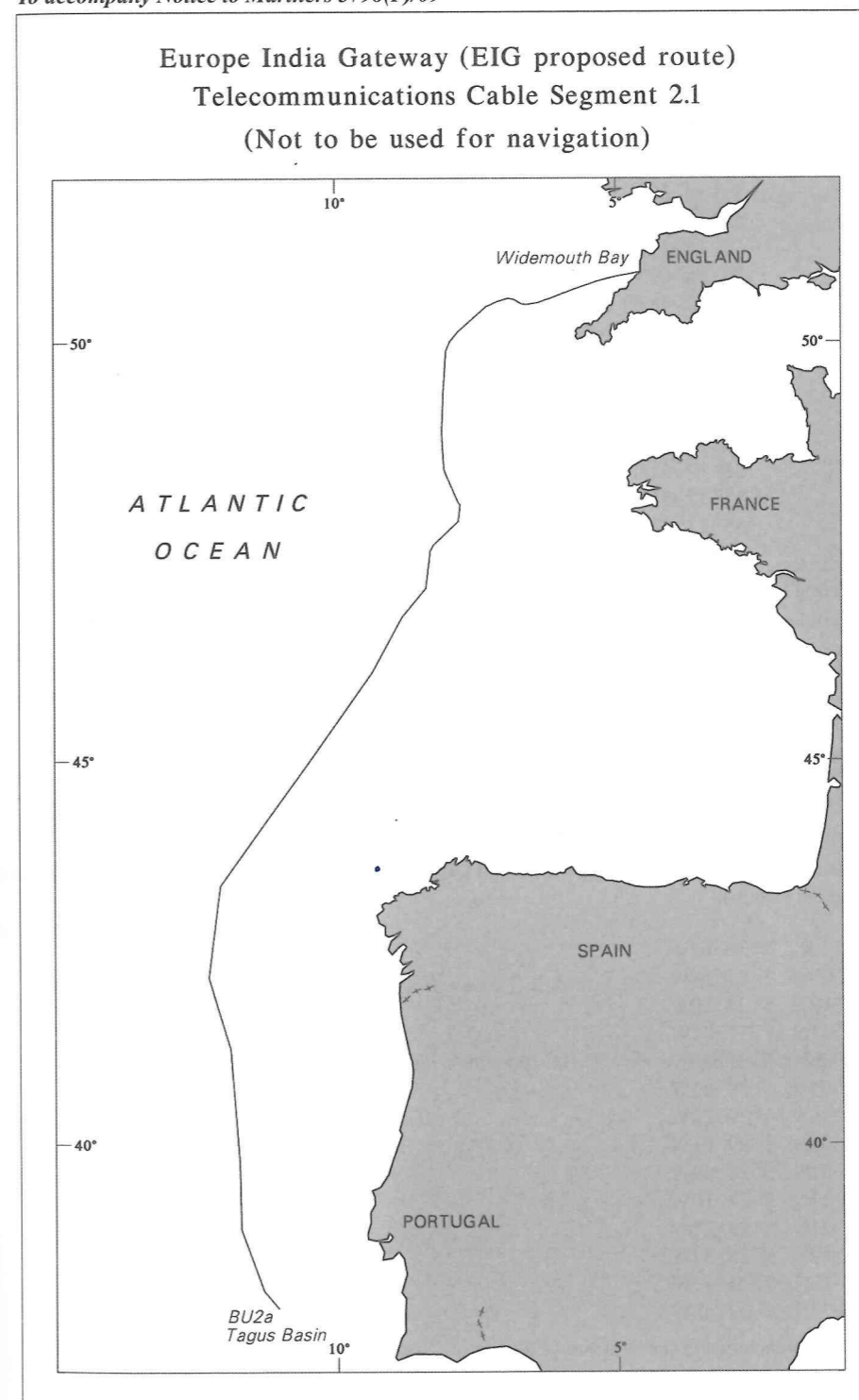
3798(P)/09 ENGLAND - South West Coast - PORTUGAL - West Coast - Widemouth Bay to Tagus Basin - Submarine cable.

Source: Alcatel-Lucent Submarine Networks

1. Work has begun on laying the EIG (Europe India Gateway) Segment 2.1 from Widemouth Bay, (UK), approximate position 50° 47'·58N., 04° 33'·39W. to an approximate position off the west coast of Portugal, 37° 44'·23N., 11° 03'·17W., along the route shown in the accompanying diagram. (All positions are referred to WGS84 Datum).
2. Vessels are requested not to anchor or trawl in the vicinity of the cable route.
3. Charts will be updated when works are complete.

Charts affected — 87 — 1104 — 3132

To accompany Notice to Mariners 3798(P)/09





**3814(P)/09 IRELAND - North Coast - The Skerries Westwards to Benbane Head, Ballintoy Point North-westwards, Ballycastle, Rathlin Harbour and Fair Head Northwards - Depths.**

Source: UKHO

1. Depths less than charted exist from Lough Foyle to Runabay Head. Depths in Ballycastle Harbour entrance are up to 4 metres less than charted. The most significant depths are as follows (ETRS89 Datum):

14 <sub>9</sub> m	55° 11'·31N., 6° 43'·73W.
21 <sub>5</sub> m	55° 13'·10N., 6° 41'·18W.
9 <sub>2</sub> m	55° 13'·02N., 6° 37'·73W.
9 <sub>8</sub> m	55° 13'·00N., 6° 37'·46W.
5 <sub>1</sub> m	55° 13'·47N., 6° 37'·23W.
9 <sub>9</sub> m	55° 13'·50N., 6° 36'·60W.
6 <sub>2</sub> m	55° 14'·63N., 6° 30'·76W.
5 <sub>1</sub> m	55° 14'·94N., 6° 30'·14W.
43m	55° 16'·09N., 6° 23'·18W.
* 1 <sub>6</sub> m	55° 12'·487N., 6° 14'·364W.
0 <sub>2</sub> m	55° 12'·451N., 6° 14'·358W.
2 <sub>2</sub> m	55° 12'·479N., 6° 14'·347W.
3 <sub>6</sub> m	55° 12'·459N., 6° 14'·199W.
4 <sub>4</sub> m	55° 12'·67N., 6° 12'·71W.
2 <sub>7</sub> m	55° 17'·451N., 6° 11'·786W.
2 <sub>2</sub> m	55° 17'·514N., 6° 11'·712W.
1 <sub>2</sub> m	55° 17'·533N., 6° 11'·656W.
23 <sub>5</sub> m	55° 13'·83N., 6° 08'·69W.

\* Indicates revised entry.

2. Mariners are advised to contact the Harbour Master before entering the harbour.  
3. These changes will be included in the next New Editions of Charts 2494 and 2798.  
4. Former Notice 3489(P)/09 is cancelled.

**Chart affected — 2798**

**5890(P)/09 SCOTLAND - West Coast - North Minch — Greenstone Point to Horse Island - Depths.**

Source: British Government Surveys

1. Numerous depths less than charted exist in the vicinity of Greenstone Point to Horse Island. The most significant depths are as follows (OSGB36 Datum):

42m	57° 56'·14N., 5° 36'·68W.
33m	57° 57'·23N., 5° 33'·68W.
36m	57° 56'·82N., 5° 33'·20W.
48m	57° 55'·11N., 5° 31'·84W.
51m	57° 56'·13N., 5° 31'·66W.
39m	57° 56'·75N., 5° 30'·61W.
32m	57° 57'·10N., 5° 30'·22W.
36m	57° 56'·91N., 5° 29'·01W.
41m	57° 57'·51N., 5° 28'·69W.
36m	57° 57'·13N., 5° 27'·10W.
50m	57° 57'·21N., 5° 26'·27W.
37m	57° 57'·49N., 5° 25'·37W.
39m	57° 59'·19N., 5° 24'·11W.
35m	57° 58'·22N., 5° 22'·68W.

2. These changes will be included in the next New Editions of Charts 2500, 2501, 2509 and 1794.

**Chart affected — 2501**

**6440(P)/09 IRELAND - West Coast - Galway Bay - Inishmore, North Coast and Golam Head to Ardfry Shoals - Depths.**

Source: Irish Government

1. Depths as much as 10 metres less than charted exist, within the 20 metre charted contour, from Golam Head (53° 13'·82N., 9° 46'·27W.) to Ardfry Shoals and on the north coast of the Aran Islands. The most significant are as follows:

<i>Depth/Drying Height</i>	<i>Position (ETRS89 Datum)</i>
1·1 m	53° 14'·65N., 9° 07'·98W.
3·8 m	53° 14'·37N., 9° 07'·04W.
1·2 m	53° 14'·80N., 9° 06'·23W.
Drying 0·7 m	53° 15'·09N., 9° 04'·95W.
1m	53° 14'·21N., 9° 02'·20W.
3·7 m	53° 14'·26N., 9° 03'·92W.
4·3 m	53° 13'·60N., 9° 05'·36W.
2·2 m	53° 13'·13N., 9° 03'·91W.
1·9 m	53° 15'·40N., 9° 01'·93W.
0·8 m	53° 14'·24N., 9° 06'·25W.
5·8 m	53° 12'·81N., 9° 05'·58W.
4·1 m	53° 14'·34N., 9° 16'·22W.
1·3 m	53° 14'·55N., 9° 12'·75W.
4·6 m	53° 14'·49N., 9° 13'·62W.
1·1 m	53° 14'·64N., 9° 13'·87W.
5·6 m	53° 14'·14N., 9° 18'·07W.
2·2 m	53° 13'·13N., 9° 03'·91W.
3·9 m	53° 13'·18N., 9° 40'·28W.
3·2 m	53° 14'·13N., 9° 46'·40W.
2·2 m	53° 14'·19N., 9° 37'·72W.
5·5 m	53° 13'·12N., 9° 32'·34W.
5m	53° 13'·35N., 9° 32'·78W.
5·2 m	53° 14'·34N., 9° 14'·50W.
3·7 m	53° 06'·98N., 9° 38'·75W.
2·8 m	53° 13'·49N., 9° 24'·87W.
1·8 m	53° 08'·61N., 9° 43'·46W.
6·8 m	53° 08'·59N., 9° 39'·70W.
6m	53° 08'·38N., 9° 39'·93W.

2. These and other amendments will be included in the next new editions of the charts.

**Charts affected — 2173 — 2420**

**243(P)/10 IRELAND - South West Coast - Bantry Bay and Dunmanus Bay - Depths.**

Source: Irish Government Surveys

1. Numerous depths less than charted exist in Bantry Bay and Dunmanus Bay. The most significant depths are as follows (OSI Datum):

<i>Depth</i>	<i>Position</i>
14m	51° 39'·78N., 9° 33'·09W.
13·1 m	51° 43'·16N., 9° 31'·66W.
17·4 m	51° 43'·119N., 9° 31'·175W.
16·4 m	51° 43'·107N., 9° 31'·375W.
18·4 m	51° 42'·355N., 9° 33'·433W.
23·5 m	51° 41'·559N., 9° 34'·312W.
29m	51° 36'·83N., 9° 49'·45W.
20·3 m	51° 36'·69N., 9° 57'·72W.
22m	51° 36'·37N., 9° 58'·41W.
15·8 m	51° 37'·144N., 9° 55'·432W.
15·4 m	51° 37'·148N., 9° 55'·259W.
15·1 m	51° 37'·046N., 9° 55'·246W.
20·9 m	51° 32'·21N., 9° 50'·63W.
14·5 m	51° 42'·45N., 9° 27'·94W.



243(P)/10 IRELAND - South West Coast - Bantry Bay and Dunmanus Bay - Depths. (continued)

2. These changes will be included in the next New Edition of Charts.

Charts affected — 2423 — 2424

1467(T)/10 SCOTLAND - Orkney Islands - Mainland - West Coast - Marwick Head - Measuring instruments.

Source: Aquamarine Power Limited

1. A temporary scientific measuring instrument moored to the seabed has been established in approximately 12m of water, in position 59° 05'·74N., 3° 21'·74W. (ETRS89 Datum).

Chart affected — 2249

3053(P)/10 IRELAND - West Coast - Approaches to Donegal Harbour & Blacksod Bay - Depths.

Source: Irish Government Surveys

1. Numerous depths less than charted exist in the approaches to Donegal Harbour and Blacksod Bay. The most significant are as follows (OSI Datum):

Depth	Position
23m	54° 41'·75N., 8° 49'·44W.
8·6m	54° 38'·96N., 8° 44'·10W.
13·7m	54° 36'·53N., 8° 31'·74W.
13·6m	54° 36'·52N., 8° 32'·82W.
17·4m	54° 35'·88N., 8° 34'·95W.
7·3m	54° 36'·62N., 8° 32'·40W.
15·6m	54° 35'·57N., 8° 29'·61W.
13·2m	54° 33'·98N., 8° 29'·46W.
11·1m	54° 28'·61N., 8° 21'·61W.
5·2m	54° 28'·39N., 8° 23'·21W.
5·4m	54° 28'·17N., 8° 24'·19W.
10·4m	54° 27'·43N., 8° 30'·45W.
8·2m	54° 26'·87N., 8° 29'·59W.
6·7m	54° 23'·13N., 8° 37'·99W.
9·6m	54° 16'·35N., 8° 51'·85W.
8·1m	54° 16'·08N., 8° 48'·91W.

2. These changes will be included in the next New Edition of Chart 2702.

Charts affected — 1127 — 1879 — 2725 — 2767

5771(T)/10 IRISH SEA - Isle of Man Southwards and South-eastwards - Buoyage. Scientific instruments.

Source: Centrica Renewable Energy

1. Special light-buoys to mark scientific instruments and waverider light-buoys will be deployed until 2012 in an area bounded by the following positions (WGS84 Datum):

- 54° 02'·30N., 4° 04'·30W.
- 53° 38'·20N., 4° 02'·10W.
- 53° 38'·30N., 4° 54'·50W.
- 53° 46'·40N., 4° 50'·70W.

2. The buoy positions will change regularly as the scientific instruments are moved.

Charts affected — 1320 — 1411 — 1826 — 1977 — 1978

6078(T)/10 ENGLAND - West Coast - English Channel and East Coast - Automatic Identification Systems.

Source: Trinity House

1. Mariners are advised that the Automatic Identification System (AIS) has been temporarily removed from the following Aids to Navigation:

Name	Position (ETRS89 Datum)
Bann Shoal light-buoy	50° 20'·03N., 5° 51'·11W.
Channel light-float	49° 54'·36N., 2° 53'·73W.
N Outer Dowsing light-buoy	53° 33'·52N., 0° 59'·59E.
Varne LANBY	51° 01'·29N., 1° 23'·90E.
Sunk Inner light-float	51° 51'·03N., 1° 34'·89E.
Southwold Lighthouse	52° 19'·63N., 1° 40'·89E.
Lowestoft Lighthouse	52° 29'·22N., 1° 45'·35E.
Sunk Centre light-float	51° 50'·10N., 1° 46'·02E.

2. Charts will be updated in due course.

Charts affected — 442 — 1123 — 1187 — 1503 — 1504 — 2182B — 2454 — 2565 — 2649 — 2656 — 2669 — 2675



**6296(P)/10 SCOTLAND - East Coast - Kinnaird Head to River Tay Eastwards - Wrecks. Obstruction.**

Source: British Government Surveys

1. Uncharted wrecks, an obstruction and a change to a charted wreck have been reported in the outer approaches to the Moray Firth and the Firth of Forth, in the following positions (ETRS89 Datum):

<i>Safe Clearance depth</i>	<i>Position</i>
70m Wk	57° 45'·46N., 1° 15'·34W.
79m Wk	57° 43'·78N., 1° 18'·02W.
66m Wk	57° 18'·24N., 1° 18'·82W.
32m Wk	57° 16'·59N., 1° 54'·12W.
35m Wk	57° 16'·96N., 1° 53'·24W.
46m Wk	57° 16'·90N., 1° 51'·86W.
54m Wk	57° 14'·23N., 1° 49'·39W.
54m Wk	57° 14'·08N., 1° 48'·85W.
65m Wk	57° 15'·12N., 1° 44'·63W.
74m Wk	57° 16'·55N., 1° 42'·11W.
77m Wk	57° 16'·92N., 1° 33'·45W.
75m Wk	57° 12'·86N., 1° 31'·46W.
87m Wk	57° 11'·35N., 1° 26'·88W.
74m Obstrn	57° 10'·96N., 1° 21'·13W.
51m Wk	57° 06'·81N., 1° 12'·55W.
56m Wk	57° 05'·95N., 1° 19'·07W.
48m Wk	57° 03'·53N., 1° 15'·97W.
59m Wk	57° 04'·56N., 0° 57'·34W.
48m Wk	56° 57'·65N., 2° 00'·09W.
65m Wk	56° 54'·86N., 1° 47'·40W.
81m Wk	56° 54'·93N., 1° 44'·45W.
66m Wk	56° 52'·80N., 1° 38'·04W.
59m Wk	56° 56'·63N., 1° 35'·62W.
61m Wk	56° 58'·38N., 1° 30'·03W.
45m Wk	56° 49'·48N., 2° 07'·66W.
45m Wk	56° 48'·00N., 2° 08'·83W.
49m Wk	56° 46'·33N., 2° 08'·33W.
58m Wk	56° 41'·50N., 2° 05'·65W.
52m Wk	56° 34'·48N., 2° 07'·35W.
67m Wk	56° 49'·93N., 0° 54'·08W.
60m Wk	56° 47'·77N., 0° 58'·94W.
58m Wk	56° 46'·15N., 1° 12'·88W.
65m Wk	56° 44'·22N., 0° 58'·63W.
59m Wk	56° 41'·38N., 1° 15'·94W.
60m Wk	56° 39'·04N., 1° 16'·12W.
64m Wk	56° 38'·11N., 0° 56'·74W.
61m Wk	56° 37'·37N., 1° 19'·22W.
60m Wk	56° 37'·23N., 1° 14'·40W.
57m Wk	56° 34'·66N., 1° 14'·68W.
57m Wk	56° 32'·68N., 1° 18'·89W.
59m Wk	56° 30'·01N., 1° 17'·65W.
57m Wk	56° 25'·05N., 1° 05'·95W.

2. These changes will be included in the next New Edition of Chart 1409  
 3. Former Notice 1557(P)/10 is cancelled.

**Chart affected — 1409**

**1266(P)/11 SCOTLAND - Shetland Islands - Clair Oil Field North-westwards to Orka Voe - Submarine pipelines.**

Source: TOTAL E&P UK Limited

1. In connection with the development of Laggan and Tormore Fields, submarine pipelines will be laid joining the following positions (WGS84 Datum):

- 60° 52'·3N., 3° 08'·2W.
- 60° 56'·7N., 2° 58'·8W.
- 60° 56'·6N., 2° 51'·0W.
- 60° 52'·1N., 2° 08'·5W.
- 60° 52'·8N., 2° 05'·1W.
- 60° 51'·5N., 2° 02'·8W.
- 60° 46'·6N., 1° 17'·4W.
- 60° 45'·5N., 1° 15'·2W.
- 60° 44'·5N., 1° 14'·8W.
- 60° 43'·2N., 1° 16'·0W.
- 60° 42'·5N., 1° 15'·7W.
- 60° 41'·2N., 1° 13'·8W.
- 60° 39'·7N., 1° 12'·7W.
- 60° 38'·7N., 1° 12'·7W.
- 60° 36'·7N., 1° 15'·1W.
- 60° 32'·0N., 1° 15'·3W.
- 60° 31'·0N., 1° 16'·0W.
- 60° 29'·7N., 1° 14'·9W.
- 60° 28'·9N., 1° 15'·4W.

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

**Charts affected — 1239 — 2182C — 2182D — 3281 — 3282 — 3297**

**1975(P)/11 ENGLAND - West Coast - Morecambe Bay and Approaches - Cleveleys to Walney Offshore Wind Farm - Submarine power cable.**

Source: Kingfisher Information Services & DONG Energy

1. In connection with the development of Walney Offshore Wind Farm a submarine power cable is being laid joining the following positions (WGS84 Datum):

- 53° 53'·22N., 3° 02'·85W.
- 53° 54'·00N., 3° 10'·20W.
- 53° 54'·79N., 3° 12'·59W.
- 53° 58'·32N., 3° 18'·57W.
- 54° 02'·45N., 3° 27'·40W.

2. Mariners are advised not to anchor or trawl in the vicinity.

**Charts affected — 1826 — 1981**

**4122(T)/11 ENGLAND - East Coast - River Thames - Barking or False Point, Blackwall Point and Blackwall Stairs - Lights. Notice boards.**

Source: Port of London Authority

1. The flashing red and yellow warning lights at the Thames Barrier Notice Boards situated at Barking or False Point (51° 30'·85N., 0° 06'·51E.), Blackwall Point (51° 30'·29N., 0° 00'·17E.) and Blackwall Stairs (51° 30'·30N., 0° 00'·34W.) are now discontinued.  
 2. New illuminated Notice Boards indicating Barrier closure will be installed at these locations in due course.  
 (All positions are referred to WGS84 Datum)

**Chart affected — 2484**



4611(T)/11 SCOTLAND - North Coast - Isle of Lewis North-westwards - Buoyage.

Source: Northern Lighthouse Board

- 1. Three waverider buoys, FI(5)Y.20s, have been temporarily established in the following positions (WGS84 Datum):

58° 22'·50N., 7° 02'·58W.
58° 25'·75N., 6° 54'·80W.
58° 30'·00N., 6° 43'·50W.

Charts affected — 219 — 245 — 2635 — 2720 — 2721

5557(T)/11 SCOTLAND - Hebrides - Approaches to Stornoway - Loch Erisort - Tannaraidh South-eastwards - Scientific instruments. Buoyage.

Source: Marine Scotland

- 1. Scientific instruments, marked by unlit buoys, exist in position 58° 07'·24N., 6° 24'·63W. (WGS84 Datum).

Chart affected — 2529

184(P)/12 WALES - West Coast - Skokholm Island and Skomer Island South-eastwards to Saint Ann's Head and Linney Head South-eastwards to Saint Govan's Head including Saint Gowan Shoals - Depths.

Source: British Government Survey

- 1. Numerous depths less than charted exist between the shore and the 20m contour, in the following locations:

Table with 3 columns: In the vicinity of/south-eastwards to/including, Island/Head/Shoals, and Position (ETRS89 Datum). Rows include Skokholm Island, Skomer Island, Saint Ann's Head, Linney Head, Saint Govan's Head, and Saint Gowan Shoals.

- 2. Mariners are advised to navigate with caution in these areas.
3. These changes will be included in New Editions of Charts 3273 and 3274 to be published February 2012, Chart 1482 to be published April 2012 and Charts 1478 and 2878 to be published June 2012.

Chart affected — 1478

937(P)/12 IRELAND - North Coast - Mulroy Bay - Broad Water to North Water - Depths.

Source: Irish Government Survey

- 1. Numerous depths less than charted exist between Broad Water and North Water. The most significant of these are as follows:

Table with 2 columns: Depth and Position (OSI Datum). Rows list depths from 0m to 5-9m with corresponding coordinates.

- 2. These changes will be included in the next New Edition of Chart 2699 to be published summer 2012.

Chart affected — 2699

1013(T)/12 ENGLAND - South Coast - Approaches to Falmouth - Rosemullion Head Eastwards - Foul.

Source: Falmouth Harbour Commissioners

- 1. A foul has been reported to exist in approximate position 50° 06'·50N., 5° 02'·70W. (ETRS89 Datum).
2. Mariners are advised not to anchor or trawl within this vicinity.

Charts affected — 154 — 442 — 777 — 1267 — 2565

1025(P)/12 ENGLAND - South West Coast - Bristol Channel - Scarweather Sands to Culver Sand - Depths. Wrecks.

Source: Fugro OSAE & Hanson Aggregates Marine Limited

- 1. Numerous depths less than charted exist in the approaches to the Bristol Channel. The most significant are as follows:

Table with 2 columns: Depth and Position. Rows list depths from 10m to 20-8m with corresponding coordinates.

- 2. Dangerous wrecks have been reported in the following positions:

Table with 2 columns: Wreck name and Position. Rows list 16-6m Wk and 16-7m Wk with coordinates.

(All positions are referred to WGS84 Datum)

- 3. Mariners are advised to navigate with caution.
4. These changes will be included in a New Edition of Chart 1152 to be published 3 May 2012 and New Editions of Charts 1165 and 1179 to be published summer 2012.

Charts affected — 1121 — 1123

1347(P)/12 IRELAND - West Coast - Mannin Bay and Approaches - Depths.

Source: Geological Survey of Ireland

- 1. Numerous depths less than charted exist within Mannin Bay and the approaches. The most significant are as follows:

Table with 2 columns: Depth and Position (OSI Datum). Rows list depths from 2-2m to 22-5m with corresponding coordinates.



1347(P)/12 IRELAND - West Coast - Mannin Bay and Approaches - Depths. (continued)

2. These depths will be included in the next New Editions of Charts 1820, 2707 and 2708.

Charts affected — 1820 — 2173 — 2420 — 2707 — 2708

1402(P)/12 SCOTLAND - West Coast - Isle of Mull - Western Approaches to the Sound of Mull - Depths.

Source: mv *Icebeam*

1. Numerous depths less than charted exist in the western approaches to the Sound of Mull. The most significant are as follows (WGS84 Datum):

Depth	Position
34m	56° 41'·82N., 6° 14'·71W.
21·5m	56° 41'·15N., 6° 16'·17W.
38m	56° 41'·12N., 6° 13'·71W.
20·9m	56° 40'·53N., 6° 16'·63W.
30·5m	56° 40'·33N., 6° 23'·69W.
31m	56° 40'·27N., 6° 22'·82W.
20·8m	56° 40'·08N., 6° 16'·11W.
23·5m	56° 39'·91N., 6° 23'·80W.
20·3m	56° 39'·82N., 6° 13'·46W.
37m	56° 39'·18N., 6° 25'·62W.
14·7m	56° 38'·76N., 6° 13'·43W.
15m	56° 38'·44N., 6° 15'·00W.
32m	56° 38'·34N., 6° 23'·74W.
34m	56° 37'·76N., 6° 24'·27W.
22·5m	56° 37'·29N., 6° 23'·22W.
24·5m	56° 37'·29N., 6° 24'·85W.
30·5m	56° 36'·03N., 6° 25'·16W.
33m	56° 36'·00N., 6° 22'·01W.

2. These changes will be included in the next New Editions of Charts 2392, 2171 and 1796.

Charts affected — 1796 — 2171 — 2392 — 2635

1405(T)/12 ENGLAND - East Coast - Approaches to the River Humber - Spurn Head East South-eastwards - Light-float. Buoy.

Source: ABP Humber

1. The light-float, *South East Chequer VQ(6)+LFL10s6M*, has been temporarily replaced with a south cardinal light-buoy, *VQ(6)+LFL10s*, in position 53° 33'·38N., 0° 12'·54E. (ETRS89 Datum).
2. Former Notice 694(T)/12 is cancelled.

Charts affected — 104 — 107

1498(T)/12 WALES - North Coast - Great Ormes Head Northwards - Rhyl Flats - Obstructions. Buoyage.

Source: Bangor University

1. Five shellfish cages have been deployed north of Great Ormes Head in the following approximate positions:

- \*53° 21'·08N., 3° 51'·08W.
- \*53° 21'·38N., 3° 51'·06W.
- \*53° 22'·47N., 3° 51'·16W.
- 53° 24'·86N., 3° 52'·17W.
- 53° 27'·02N., 3° 52'·17W.

2. Fifteen shellfish cages have been deployed throughout Rhyl Flats, in an area bounded by the following approximate positions:

- 53° 20'·23N., 3° 35'·95W.
- 53° 18'·60N., 3° 34'·15W.
- 53° 20'·22N., 3° 32'·34W.
- 53° 21'·85N., 3° 34'·16W.

\* Indicates new or revised entry.  
(All positions are referred to WGS84 Datum)

1498(T)/12 WALES - North Coast - Great Ormes Head Northwards - Rhyl Flats - Obstructions. Buoyage. (continued)

3. The shellfish cages will be marked by red spherical buoys and will remain on station for approximately 12 months.
4. Former Notice 1027(T)/12 is cancelled.

Charts affected — 1121 — 1463 — 1826 — 1953 — 1977 — 1978

1500(T)/12 ENGLAND - South Coast - Approaches to Falmouth - Saint Anthony Head South-south-eastwards - Buoy.

Source: Falmouth Harbour Commissioners

1. A waverider light-buoy, *Fl(5)Y.20s*, has been established for approximately six months in position 50° 05'·90N., 4° 59'·90W. (ETRS89 Datum)

Charts affected — 154 — 442 — 777 — 1267 — 2565

1652(P)/12 IRELAND - South Coast - Newfoundland Bay to Hake Head and Kinsale Harbour - Depths.

Source: Irish Government Surveys

1. A survey has shown that numerous depths less than charted exist in the area of Newfoundland Bay to Hake Head and in Kinsale Harbour. The most significant of these are as follows (WGS84 Datum):

Depth	Position
5·5m	51° 42'·17N., 8° 30'·87W.
1·8m	51° 42'·17N., 8° 30'·78W.
0·6m	51° 41'·89N., 8° 30'·47W.
9·6m	51° 42'·07N., 8° 24'·06W.
5·5m	51° 41'·56N., 8° 25'·29W.
7·3m	51° 41'·38N., 8° 25'·40W.
7·8m	51° 41'·18N., 8° 25'·72W.
9·5m	51° 40'·92N., 8° 26'·95W.
9·4m	51° 40'·80N., 8° 27'·18W.
9·9m	51° 40'·78N., 8° 27'·77W.
13·9m	51° 40'·72N., 8° 26'·73W.
8·3m	51° 40'·53N., 8° 29'·88W.
1·2m	51° 40'·58N., 8° 26'·95W.
4·2m	51° 40'·50N., 8° 30'·85W.
8·8m	51° 40'·52N., 8° 26'·84W.
2·9m	51° 40'·46N., 8° 31'·06W.
9·2m	51° 40'·45N., 8° 28'·20W.
5·8m	51° 40'·37N., 8° 29'·64W.
9·6m	51° 40'·20N., 8° 30'·96W.
9·6m	51° 39'·31N., 8° 31'·69W.

2. These changes will be included in the next New Editions of Charts 2053, 2081, 1765, 2424 and 2049.

Charts affected — 1765 — 2053 — 2081 — 2424



**1703(P)/12 IRISH SEA - Wales - Ireland - Prestatyn Westwards to Rush - Submarine power cable.**

Source: Visser and Smit Marine Contracting Ltd

1. Work has begun laying the EWIP (East West Interconnector Power Cable) from Prestatyn (Wales) to Rush (Ireland), joining the following approximate positions (WGS84 Datum):

53° 20'·71N., 3° 24'·14W. (shore)  
53° 21'·01N., 3° 24'·57W.  
53° 21'·47N., 3° 31'·65W.  
53° 23'·39N., 3° 35'·19W.  
53° 23'·49N., 3° 36'·55W.  
53° 28'·42N., 4° 00'·47W.  
53° 31'·45N., 4° 10'·36W.  
53° 34'·91N., 4° 19'·97W.  
53° 35'·84N., 4° 33'·75W.  
53° 36'·19N., 5° 20'·64W.  
53° 32'·18N., 6° 02'·13W.  
53° 31'·58N., 6° 04'·97W.  
53° 31'·44N., 6° 05'·07W. (shore)

2. Vessels are requested not to anchor or trawl in the vicinity of the cable route.
3. Charts will be updated when the works are complete.
4. Former Notice 4445(P)/11 is cancelled.

**Charts affected — 2 — 633 — 1121 — 1411 — 1468 — 1826 — 1977**

**1904(P)/12 SCOTLAND - West Coast - Sound of Mull and Loch Sunart - Depths.**

Source: British Government Survey

1. Numerous depths less than charted exist in the Sound of Mull and Loch Sunart. The most significant are as follows:

Depth	Position (WGS84 Datum)
3·4m	56° 34'·32N., 5° 56'·87W.
20·9m	56° 38'·67N., 6° 04'·03W.
3·7m	56° 39'·12N., 6° 02'·36W.
1·8m	56° 38'·93N., 6° 01'·40W.
8·6m	56° 39'·91N., 6° 02'·22W.
5·8m	56° 39'·61N., 5° 54'·04W.
2·4m	56° 39'·60N., 5° 53'·88W.

2. These changes will be included in the next New Editions of Charts 2390, 2392 and 2394.

**Charts affected — 2171 — 2392**

**2073(P)/12 WALES - North Coast - Liverpool Bay - Rhyl North-westwards - Submarine power cables.**

Source: Global Marine Systems Limited

1. In connection with the development of Gwynt-y-Môr Offshore Wind Farm, submarine power cables will be laid between the wind farm and the shore. The cables will be laid in an area bounded by the following approximate positions:

53° 17'·57N., 3° 37'·85W. (shore)  
53° 25'·20N., 3° 37'·85W.  
53° 25'·68N., 3° 33'·57W.  
53° 18'·11N., 3° 33'·57W. (shore)

(All positions are referred to ETRS89 Datum)

2. Mariners are advised not to anchor or trawl in the vicinity.
3. Charts will be updated when works are complete.

**Charts affected — 1826 — 1953 — 1978**

**2074(P)/12 SCOTLAND - Shetland Islands and Orkney Islands Eastwards - Yell Sound Eastwards to Claymore Oil Field Northwards - Submarine pipeline.**

Source: TOTAL E&P UK Limited

1. In connection with the development of Laggan and Tormore Fields, a submarine pipeline will be laid joining the following positions (WGS84 Datum):

60° 28'·7N., 0° 58'·5W. (existing pipeline)  
60° 30'·8N., 0° 46'·9W.  
60° 30'·3N., 0° 40'·8W.  
60° 24'·9N., 0° 32'·9W.  
60° 19'·7N., 0° 33'·6W.  
60° 13'·4N., 0° 40'·3W.  
60° 06'·3N., 0° 34'·0W.  
59° 08'·2N., 0° 33'·3W.  
58° 52'·5N., 0° 14'·6W.  
58° 49'·7N., 0° 16'·5W. (existing pipeline)

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

**Charts affected — 2 — 245 — 291 — 1239 — 1942 — 2182C — 2182D — 3282 — 3292 — 4140**

**3157(P)/12 ENGLAND - East Coast - Approaches to Harwich - Cutler - Obstructions.**

Source: Stema Shipping (UK) Ltd

1. Obstructions are reported to exist within an area of 500 metres radius from position 51° 58'·0N., 1° 27'·5E. (ETRS89 Datum).
2. Depths of up to 1·2 metres less than charted may exist.
3. Mariners are advised to navigate with caution in this area.

**Charts affected — 2052 — 2693**

**3218(T)/12 ENGLAND - East Coast - River Thames - Gravesend Reach, Lower Hope Reach, Mucking Flats, Sea Reach, Maplin Sands and Oaze - Measuring instruments. Buoyage.**

Source: Port of London Authority

1. \* As part of the environmental monitoring campaign in connection with the London Gateway project, monitoring equipment (some marked by light-buoys, *FLY*, and some by unlit buoys) has been deployed in Gravesend Reach, Lower Hope Reach, Mucking Flats, Sea Reach, Maplin Sands and Oaze, within an area bounded by the following positions (WGS84 Datum):

51° 26'·5N., 0° 22'·0E.  
51° 34'·0N., 0° 22'·0E.  
51° 34'·0N., 0° 59'·0E.  
51° 26'·5N., 0° 59'·0E.

2. The monitoring equipment and associated buoyage will remain in position until mid 2013.
3. For information and positions of the monitoring equipment mariners are advised to consult the Port of London Authority website ([www.pla.co.uk](http://www.pla.co.uk)) for Notices to Mariners. Some monitoring equipment will be relocated to new sites at monthly intervals. Information on position changes can be obtained from London VTS and will be broadcast on VHF channels 68 and 69.
4. Frequent survey operations will take place in this region for the duration of the deployment.
5. Mariners are advised to navigate with caution in the above areas.  
\* Indicates new or revised entry.
6. Former Notice 2393(T)/10 is cancelled.

**Charts affected — 1185 — 1186 — 1607 — 1609 — 2151 — 2484 — 3683 — 3750**

**3666(T)/12 SCOTLAND - East Coast - Moray Firth - Moorings.**

Source: University of Aberdeen

1. 54 scientific underwater moorings have been established throughout the Moray Firth. The moorings extend upwards from the seabed by 5 metres. Approximately half of the moorings are marked by Dhan Buoy surface markers with large orange floats and radar reflectors. The remaining moorings have no surface marker.
2. The moorings are licensed to remain in the water until March 2014.



**3666(T)/12 SCOTLAND - East Coast - Moray Firth - Moorings. (continued)**

3. Mariners are advised to navigate with caution in the vicinity.

**Charts affected — 115 — 222 — 223 — 1077 — 1409 — 1889**

**4083(T)/12 ENGLAND - East Coast - Lowestoft - Obstructions. Buoyage.**

Source: ABP Lowestoft Notice 15A/12

1. Mariners are advised that Town Quay has collapsed creating numerous obstructions in the vicinity of position 52° 28'·375N., 1° 44'·820E. (ETRS89 Datum)
2. Two yellow special mark buoys have been deployed. All vessels must keep south of these marker buoys and are requested to do so at slow speed.
3. No mooring is allowed on any of the Town Quay berths until further notice.
4. Mariners are advised to consult the local authorities for the latest information.

**Chart affected — 1535**

**4711(T)/12 WALES - South Coast - Porthcawl - Harbour developments.**

Source: Bridgend County Borough Council

1. Porthcawl Harbour, in the vicinity of position 51° 28'·50N., 3° 42'·07W. (ETRS89 Datum), is closed to all craft until further notice.
2. Construction works are in progress in and around the harbour entrance.
3. The harbour is due to re-open as a marina facility in summer 2013.

**Chart affected — 1169**

**4866(P)/12 WALES - North Coast - Douglas Oil Field North-westwards - Submarine pipelines.**

Source: EOG Resources UK Limited

1. Conwy Oil Field is currently being developed. Submarine pipelines will be laid joining the following positions:

53° 37'·56N., 3° 40'·39W.  
53° 32'·23N., 3° 34'·70W.

(All positions are referred to WGS84 Datum)

2. Charts will be updated when works are complete.
3. Former Notice 2167(P)/12 is cancelled.

**Charts affected — 2 — 1121 — 1826 — 1978 — 1981**

**4868(P)/12 IRISH SEA - Ireland - Wales - Portmarnock to Porth Dafarch - Submarine cable.**

Source: Offshore Marine Management Ltd

1. Work has begun laying the Emerald Bridge communications cable from Portmarnock (Ireland) to Porth Dafarch (Wales), joining the following approximate positions (WGS84 Datum):

53° 26'·31N., 6° 05'·12W.  
53° 27'·33N., 6° 00'·03W.  
53° 29'·43N., 5° 50'·50W.  
53° 30'·33N., 5° 18'·90W.  
53° 18'·12N., 4° 59'·71W.  
53° 14'·55N., 4° 41'·80W.  
53° 15'·38N., 4° 40'·64W.  
53° 16'·93N., 4° 39'·34W.

2. Vessels are requested not to anchor or trawl in the vicinity of the cable route.
3. Charts will be updated when the works are complete.

**Charts affected — 44 — 1121 — 1411 — 1413 — 1468 — 1826 — 1970 — 1977**

**5097(T)/12 ENGLAND - East Coast - Blyth to Orford Ness and South Coast - Poole Bay - Anvil Point Southwards - Measuring instruments. Buoyage.**

Source: UKHO

1. Measuring instruments have been temporarily established in the positions shown below. They are usually marked by either waverider light-buoys, spar buoys with a yellow flag and adjacent orange float, yellow buoys, yellow light-buoys, *Q.Y.*, *Fl(5)Y.20s*, *FLY.4s*, *Fl(3)Y.15s* or lit cardinal buoys. Only the largest scale Admiralty chart is quoted. This list will be updated as necessary by Temporary Notice to Mariners.

<i>Position (ETRS89 Datum)</i>	<i>Largest Scale Chart</i>
55° 08'·89N., 1° 17'·60W.	156
53° 38'·18N., 0° 15'·84E.	104
52° 35'·05N., 1° 45'·21E.	1534
52° 22'·32N., 1° 50'·80E.	1543
52° 22'·20N., 1° 51'·00E.	1543
52° 18'·41N., 1° 55'·75E.	1543
52° 15'·56N., 1° 48'·43E.	1543
52° 12'·74N., 1° 38'·39E.	1543
52° 12'·66N., 1° 40'·84E.	1543
52° 09'·59N., 1° 47'·87E.	1543
52° 06'·49N., 1° 54'·83E.	1543
52° 05'·03N., 1° 41'·00E.	2052
* 50° 35'·01N., 1° 55'·96W.	2610
* 50° 33'·11N., 2° 00'·36W.	2610
* 50° 32'·69N., 1° 53'·50W.	2615
* 50° 30'·94N., 1° 50'·44W.	2615
* 50° 30'·38N., 1° 57'·30W.	2610
* 50° 28'·17N., 1° 53'·71W.	2615

\* Indicates new or revised entry.

2. Mariners are advised to navigate with caution in these areas.
3. Former Notice 3808(T)/12 is cancelled.

**Charts affected — 104 — 107 — 156 — 1191 — 1192 — 1406 — 1408 — 1504 — 1534 — 1543 — 1610 — 2052 — 2450 — 2454 — 2610 — 2615 — 2656**

**5217(P)/12 SCOTLAND - East Coast - Moray Firth - Wrecks. Obstruction.**

Source: British Government Survey

1. Uncharted wrecks and an obstruction have been reported in the Moray Firth in the following positions (WGS84 Datum):

<i>Depth</i>	<i>Position</i>
90m Obstrn	58° 29'·06N., 2° 03'·32W.
56m Wk	58° 27'·15N., 2° 27'·85W.
61m Wk	58° 26'·32N., 2° 37'·15W.
60m Wk	58° 26'·16N., 2° 30'·16W.
86m Wk	58° 12'·93N., 1° 53'·10W.
71m Wk	58° 10'·30N., 2° 01'·08W.
84m Wk	58° 02'·47N., 2° 09'·27W.
64m Wk	58° 02'·37N., 2° 35'·74W.
85m Wk	58° 01'·88N., 2° 07'·42W.
72m Wk	58° 01'·77N., 1° 26'·19W.
73m Wk	58° 00'·13N., 2° 07'·93W.

2. These changes will be included in the next New Editions of the relevant charts, to be published in 2013.

**Charts affected — 115 — 222 — 1239 — 1409 — 1942 — 1954**

**5224(T)/12 ENGLAND - West Coast - Liverpool Bay - Gwynt-y-Môr Wind Farm - Buoy. Automatic Identification System.**

Source: RWE npower renewables & DEME

1. A special purpose yellow light-buoy, *Fl(Y)5s*, fitted with Automatic Identification System (*AIS*) has been established in position 53° 28'·79N., 3° 30'·46W. (WGS84 Datum)

**Chart affected — 1978**



5246(P)/12 SCOTLAND - West Coast - Approaches to the Sound of Mull - Depths.

Source: mv *Triad* & British Government Surveys

- Numerous depths less than charted exist in the western approaches to the Sound of Mull.
- To the west and north coasts of Tiree and Coll, the most significant are as follows:

Depth	Position (WGS84 Datum)
* 2.9m	56° 29'·51N., 7° 01'·67W.
* 1m	56° 29'·78N., 7° 00'·43W.
7.3m	56° 30'·22N., 7° 06'·21W.
7m	56° 30'·28N., 7° 06'·68W.
5.3m	56° 31'·29N., 7° 04'·47W.
12.2m	56° 32'·17N., 7° 03'·24W.
* 8.6m	56° 32'·44N., 6° 57'·41W.
8.8m	56° 32'·64N., 6° 59'·19W.
* 8.9m	56° 33'·29N., 6° 47'·74W.
18.6m	56° 33'·97N., 6° 49'·37W.
* 21m	56° 34'·20N., 6° 52'·87W.
* 16.2m	56° 36'·89N., 6° 44'·96W.
6m	56° 41'·85N., 6° 27'·87W.
13.7m	56° 42'·08N., 6° 28'·43W.
14m	56° 42'·14N., 6° 26'·21W.
19.4m	56° 42'·15N., 6° 28'·19W.
11.5m	56° 42'·35N., 6° 27'·67W.
12.8m	56° 42'·57N., 6° 26'·54W.
* 12.4m	56° 42'·90N., 6° 25'·91W.

- Throughout the Passage of Tiree, the most significant are as follows:

Depth	Position (WGS84 Datum)
22m	56° 19'·58N., 6° 38'·76W.
54m	56° 19'·96N., 6° 41'·82W.
20.8m	56° 21'·49N., 6° 40'·79W.
22.5m	56° 22'·00N., 6° 41'·51W.
23.5m	56° 22'·30N., 6° 36'·48W.
20.3m	56° 22'·39N., 6° 38'·34W.
18.7m	56° 26'·05N., 6° 30'·42W.
19.1m	56° 26'·65N., 6° 31'·54W.
36m	56° 28'·89N., 6° 33'·59W.
32m	56° 32'·76N., 6° 32'·99W.
49m	56° 33'·69N., 6° 32'·14W.
8.6m	56° 37'·56N., 6° 14'·35W.
29m	56° 38'·63N., 6° 25'·29W.
35m	56° 39'·67N., 6° 20'·03W.

5246(P)/12 SCOTLAND - West Coast - Approaches to the Sound of Mull - Depths. (continued)

- From the Treshnish Isles to Staffa and Little Colonsay, the most significant are as follows:

Depth	Position (WGS84 Datum)
24.5m	56° 26'·73N., 6° 28'·19W.
19m	56° 28'·91N., 6° 24'·76W.
8m	56° 30'·16N., 6° 23'·05W.
15m	56° 29'·57N., 6° 21'·09W.
20m	56° 29'·76N., 6° 20'·92W.
21m	56° 26'·55N., 6° 20'·71W.
18.7m	56° 26'·40N., 6° 19'·73W.
18.7m	56° 27'·95N., 6° 19'·36W.
7.3m	56° 28'·52N., 6° 18'·93W.
19.3m	56° 26'·00N., 6° 18'·87W.
7.7m	56° 27'·96N., 6° 18'·53W.
24m	56° 26'·66N., 6° 18'·15W.
17m	56° 27'·06N., 6° 17'·53W.
13.8m	56° 26'·50N., 6° 17'·32W.
13m	56° 26'·66N., 6° 16'·75W.
3m	56° 26'·99N., 6° 16'·74W.
3.8m	56° 26'·53N., 6° 16'·72W.
4.6m	56° 26'·46N., 6° 16'·67W.

\* Indicates new or revised entry

- These changes will be included in the next New Editions of the appropriate charts.
- Former Notice 2588(P)/12 is cancelled.

Charts affected — 2 — 1127 — 1778 — 1796 — 2169 — 2171 — 2207 — 2392 — 2635 — 2652 — 2722 — 2724 — 2771

5462(T)/12 SCOTLAND - West Coast - Canna - Canna Harbour - Buoy.

Source: The National Trust for Scotland

- The port-hand light-buoy in position 57° 03'·27N., 6° 28'·60W. (OSGB36 Datum) is off station until further notice.

Charts affected — 1795 — 1796 — 2208

5463(P)/12 SCOTLAND - East Coast - Aberdeen Harbour - Works. Lights. Buoy.

Source: Aberdeen Harbour

- Harbour developments, channel widening and deepening have taken place in Aberdeen Harbour and its approaches.
- Work is taking place on the leading lights in positions 57° 08'·37N., 2° 04'·51W. and 57° 08'·31N., 2° 04'·68W. The lights have been extinguished and temporarily replaced by a directional sector light, AI.Q.RWG.7m9M, in position 57° 08'·38N., 2° 04'·48W. The new navigation channel centre line is 237.2°.
- Skates Nose Jetty has been partially demolished. The light, Q.R.5m4M, has been moved to position 57° 08'·488N., 2° 04'·061W.
- Infill works have been completed at River Dee Dock (57° 08'·37N., 2° 04'·82W.)
- \*The Fairway light-buoy (57° 09'·32N., 2° 01'·95W.) has been moved to position 57° 09'·24N., 2° 01'·94W. (All positions are referred to ETRS89 Datum)
- Further information regarding these developments and aids to navigation is available from [www.aberdeen-harbour.co.uk](http://www.aberdeen-harbour.co.uk) or Aberdeen VTS (VHF Channel 12).
- These changes will be included in a New Edition of Chart 1446 when work is complete.  
\* Indicates new or revised entry.
- Former Notice 5299(P)/12 is cancelled.

Chart affected — 1446

5875(T)/12 SCOTLAND - Firth of Forth - Methil - Works.

Source: Arcus Renewable Energy Consulting Ltd

- A temporary offshore meteorological mast is being constructed in position 56° 10'·411N., 3° 01'·169W. (ETRS89 Datum).

Charts affected — 734 — 741



(3) NORTH RUSSIA, NORWAY, THE FÆROE ISLANDS AND ICELAND

74(T)/05 RUSSIA - Barents Sea Coast - Norton's Ground Westwards - Danger area.

Source: Russian Notice 48/7402(T)/04

1. A circular area, radius 6 miles, which is temporarily dangerous to navigation due to the presence of explosives, exists in position 69° 37'·0N., 37° 35'·0E.
2. Former Notice 139(T)/02 is cancelled.

Charts affected — 2269 — 3180

2960(P)/06 NORWAY - West Coast - Engelvær South-westwards to Otervær fjorden - Depths.

Source: Norwegian Charts 65, 66, 135 & 136

1. Recently published Norwegian charts have identified numerous changes to depths between Engelvær (67° 52'·0N., 14° 33'·0E.) and Otervær fjorden (65° 43'·0N., 13° 00'·0E.).
2. The most significant depths are as follows (positions referred to WGS84 DATUM):
3. Utgrunnen to Slovær

184m	67° 39'·45N., 14° 16'·25E.
116m	67° 39'·08N., 14° 18'·25E.
116m	67° 36'·91N., 14° 21'·69E.
197m	67° 36'·55N., 14° 32'·30E.
195m	67° 35'·92N., 14° 29'·80E.
179m	67° 35'·33N., 14° 23'·18E.

4. Øysve to Undersholm

81m	67° 33'·93N., 14° 20'·10E.
117m	67° 33'·04N., 14° 10'·39E.
73m	67° 32'·66N., 14° 22'·08E.
27m	67° 31'·42N., 14° 13'·92E.
191m	67° 30'·89N., 14° 05'·82E.
162m	67° 30'·47N., 14° 10'·49E.
72m	67° 28'·73N., 14° 10'·39E.
48m	67° 28'·32N., 13° 57'·41E.

5. Landegodefjorden to Lyngvær

121m	67° 26'·85N., 14° 16'·85E.
165m	67° 26'·55N., 14° 13'·30E.
139m	67° 26'·15N., 14° 30'·08E.
108m	67° 29'·40N., 14° 15'·71E.
25m	67° 25'·32N., 14° 12'·61E.

6. Helligvær to Tennholmen

139m	67° 25'·56N., 13° 43'·69E.
95m	67° 23'·95N., 13° 45'·35E.
143m	67° 22'·79N., 13° 39'·10E.
95m	67° 21'·86N., 13° 47'·79E.
16m	67° 20'·10N., 13° 35'·80E.

7. Terra to Fleinvær

141m	67° 18'·38N., 13° 52'·42E.
67m	67° 17'·42N., 13° 53'·80E.
54m	67° 16'·08N., 13° 50'·19E.
106m	67° 15'·47N., 13° 44'·32E.
143m	67° 14'·73N., 13° 33'·16E.
39m	67° 11'·94N., 13° 37'·39E.
30m	67° 11'·31N., 13° 34'·46E.
38m	67° 10'·08N., 13° 33'·42E.

8. Saltfjorden

105m	67° 13'·05N., 14° 05'·21E.
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2960(P)/06 NORWAY - West Coast - Engelvær South-westwards to Otervær fjorden - Depths. (continued)

9. Grøna to Kalsholmen

74m	66° 57'·90N., 13° 04'·06E.
49m	66° 56'·35N., 13° 00'·90E.
36m	66° 55'·56N., 13° 01'·14E.

10. Støttvær to Skjervær

16m	66° 53'·33N., 13° 16'·20E.
29m	66° 52'·64N., 13° 17'·26E.
96m	66° 51'·85N., 12° 59'·59E.
45m	66° 51'·64N., 13° 04'·52E.
25m	66° 51'·13N., 13° 05'·68E.
79m	66° 51'·11N., 13° 07'·84E.

11. Snyvær to Otervær fjorden

15m	66° 45'·56N., 12° 59'·38E.
36m	66° 44'·57N., 12° 59'·65E.

12. Mariners are advised that within these areas, Charts 2310, 2321 and 2327 are for planning purposes only and that the appropriate larger scale Norwegian charts should be used for navigation purposes.
13. These changes will be included in the next New Editions of Charts 2310, 2321 and 2327.

Chart affected — 2327

3624(P)/07 RUSSIA - White Sea Coast - Onega and Approaches - Buoyage. Lights. Leading line. Signal station.

Source: Russian Notice 27/3983

1. Changes to buoyage, lights and leading lines have taken place in the approaches to Onega.
2. The signal station in position 63° 54'·12N., 38° 06'·37E. has been removed.
3. Mariners are advised to navigate with caution in the vicinity.
4. These and other changes will be included in the next New Edition of Chart 2097.

Chart affected — 2097

4446(T)/08 NORWEGIAN SEA - Jan Mayen - Southwards - Jan Mayen Ridge - Measuring instruments.

Source: Institute of Marine Research, Bergen

1. Measuring instruments have been established temporarily, in the positions shown below (all positions are given in WGS84 Datum.) They lie approximately 50m below the surface and are not marked. Only the most convenient Admiralty Chart is quoted.

Position	Chart
69° 50'·096N., 8° 11'·155W.	4113
68° 40'·213N., 8° 11'·584W.	4113

2. Mariners are advised to navigate with caution.

Charts affected — 4100 — 4113



1956(P)/09 NORWAY - South Coast - Oslofjorden, Eksefjorden and Rosfjorden - Lights.

Source: Norwegian Notices 20/1124, 1127-1133/06, 20/1136-1137/06, 13/761-762, 766/07 & 5/192-194/09

- Norwegian Notices to Mariners listed above contain numerous amendments to light sector arcs. Unless indicated, light characteristics and positions remain unaltered (positions referred to WGS84 Datum).

Chart(s)	Light Name	List of Lights Vol. & No.	Position	Remarks
* 3160, 3499 & 3500	Hollenderbåen	B2495	59° 09'·64N., 10° 37'·56E.	New position
3161	Haslaufl	B2211	59° 06'·46N., 11° 10'·18E.	
3500	Huikjæla	B2498	59° 11'·22N., 10° 32'·86E.	
3500	Mågerøtangen	B2502	59° 09'·52N., 10° 26'·53E.	
3500	Tenvik	B2536	59° 10'·35N., 10° 21'·77E.	
3500	Kausen	B2540	59° 12'·80N., 10° 21'·95E.	
3500	Østnestangen	B2436	59° 31'·22N., 10° 30'·69E.	
3500	Ramvikholmen	B2434	59° 31'·22N., 10° 32'·10E.	
* 3500 & 3501	Kroksberget	B2446	59° 33'·80N., 10° 24'·51E.	
3500 & 3717	Hvaløy	B2524	59° 12'·69N., 10° 29'·66E.	
* 3500 & 3717	Mefjordbåen	B2482·5	59° 20'·12N., 10° 34'·22E.	
3500 & 3717	Østenskjeret	B2482	59° 21'·60N., 10° 30'·62E.	
3500 & 3717	Narverød	B2488	59° 15'·13N., 10° 28'·69E.	
3500 & 3717	Torgersøy	B2486	59° 15'·04N., 10° 29'·98E.	
3502	Store Fluor	B2682	58° 54'·57N., 9° 33'·77E.	
3535	Syrhovud	B3070	58° 05'·90N., 7° 01'·41E.	

\* Indicates new or revised entry.

- Mariners are advised to consult Admiralty List of Lights and Fog Signals Volume B for full details of these changes.
- Charts will be amended when complete information is available.
- Former Notice 781(P)/08 is cancelled.

Charts affected — 3499 — 3500 — 3501 — 3717

5718(T)/09 ICELAND - South West Coast - Hvalfjörður - Buoyage.

Source: Icelandic Notice 7-8/25(T)/2009

- Numerous small research buoys have been established within Hvalfjörður between positions 64° 18'·0N., 21° 51'·9W. and 64° 23'·1N., 21° 32'·6W. (WGS84 Datum).
- Research is expected to continue until 2012.

Charts affected — 2733 — 2734

1187(P)/10 RUSSIA - Barents Sea Coast - Proliv Karskiye Vorota - Depths.

Source: Russian Charts 11129, 12306 & 13314

- Numerous depths less than charted exist in the vicinity of Proliv Karskiye Vorota. The most significant are as follows (Undetermined Datum):

26m	70° 37'·9N., 57° 58'·0E.
*33m	70° 34'·2N., 57° 49'·9E.
*2·1 m	70° 32'·9N., 57° 05'·7E.
8m	70° 31'·9N., 57° 40'·4E.
*39m	70° 29'·9N., 58° 05'·6E.
13·2 m	70° 30'·6N., 58° 30'·2E.
*24m	70° 26'·3N., 58° 14'·2E.
*53m	70° 25'·5N., 57° 58'·7E.
15·4 m	70° 23'·0N., 57° 27'·0E.
*23m	70° 22'·8N., 57° 43'·8E.
51m	70° 22'·5N., 56° 27'·5E.
60m	70° 14'·7N., 56° 11'·1E.
59m	69° 55'·2N., 55° 51'·3E.
49m	69° 55'·0N., 56° 25'·1E.
69m	69° 49'·9N., 54° 24'·7E.
46m	69° 45'·1N., 54° 24'·6E.
40m	69° 43'·7N., 55° 28'·5E.
34m	69° 41'·2N., 56° 20'·9E.
41m	69° 37'·1N., 54° 20'·5E.
31m	69° 36'·2N., 54° 41'·2E.
22·5 m	69° 22'·5N., 54° 36'·9E.

\*Indicates new or revised entry.

- These changes will be included in the next New Edition of Chart 2967.
- Former Notice 5224(P)/05 is cancelled.

Chart affected — 2967

4272(T)/10 ARCTIC OCEAN - Svalbard - Spitsbergen - Sörkapp Land Southwards - Sörkapp - Radar beacon.

Source: Norwegian Notice 14/28223(T)/10

- The radar beacon, Racon (K), in position 76° 28'·7N.16° 32'·0E. (ED50 Datum) is temporarily out of order.

Chart affected — 3137

5297(T)/10 ARCTIC OCEAN - Svalbard - Prins Karls Forland West-north-westwards and Kvitøya Southwards - Measuring instruments.

Source: Norwegian Notices 17/29916(T)/10 & 18/30296(T)/10, The Institute of Marine Research, Bergen & The Alfred Wegener Institute for Polar and Marine Research

- Temporary measuring instruments have been established along a line joining positions 78° 50'·0N., 8° 40'·0E. and 78° 50'·0N., 2° 06'·9W. The measuring instruments are 57 metres or more below the surface.
- One instrument has been established on the surface in position 78° 49'·0N., 6° 00'·0E.
- \* One instrument has been established at a depth of 245m in position 78° 54'·0N., 8° 44'·8E.
- \* One instrument has been established at a depth of approximately 50m in position 79° 40'·6N., 31° 58'·7E.

\* Indicates new or revised entry.

All positions are referred to WGS84 Datum.

- Former Notice 5625(T)/08 is cancelled.

Chart affected — 3136



**1618(T)/11 NORWAY - South Coast - South-western Approaches to Oslofjorden - Svenner North-eastwards - Bøleflakket - Rock.**

Source: Norwegian Notice 5/34254(T)/11

1. A rock with a depth of approximately 3m has been reported in position 58° 58'·90N., 10° 09'·70E. (WGS84 Datum).

Chart affected — 3499

**2772(T)/11 ARCTIC OCEAN - Greenland Sea - Greenland Basin and Knipovich Ridge - Measuring instruments.**

Source: Norwegian Notices 13/651/09 & 9/35301(T)/11

1. Temporary seafloor moored scientific measuring instruments, at known depths, have been established in the following positions (compatible with WGS84 Datum):

Position	Depth below surface
74° 50'·0N., 2° 30'·0W.	105m
75° 05'·0N., 3° 27'·1W.	75m
74° 55'·0N., 4° 37'·0W.	75m
74° 56'·1N., 4° 36'·9W.	180m
* 78° 09'·7N., 4° 13'·2E.	245m

(All positions are Compatible with WGS84 Datum).

\* Indicates new or revised entry.

2. Former Notice 4562(T)/09 is cancelled.

Chart affected — 4010

**4446(T)/11 ICELAND - West Coast - Breiðafjörður - Bjarneyjaráll North-eastwards - Buoy.**

Source: Icelandic Notice 4/17(T)/11

1. A yellow and red spherical light-buoy, *Fl(5)Y.20s*, has been temporarily established in position 65° 15'·2N., 23° 06'·6W. (WGS84 Datum).

Chart affected — 2898

**4608(T)/11 NORWAY - West Coast - Storegga - Data collection buoy.**

Source: Norwegian Notice 17/38536(T)/11

1. An ODAS light-buoy, *Fl(5)10s*, with radar reflector, has been temporarily established in position 62° 49'·10N., 4° 17'·03E. (WGS84 Datum).

Chart affected — 2674

**4952(T)/11 RUSSIA - Barents Sea Coast - Murmansk - Mys Lagernyy Eastwards - Buoy.**

Source: Russian Notice 43/5300(T)/11

1. An isolated danger light-buoy, *Fl(2)5s*, has been temporarily established in position 68° 56'·29N., 33° 01'·10E. (Pulkovo 1942 Datum).

Chart affected — 2966

**5413(P)/11 NORWAY - West Coast - Mongstad Base - Port developments.**

Source: UKHO

1. Extensive port developments, including new quays, reclamation and changes to coastline, have taken place at Mongstad Base in the vicinity of position 60° 47'·90N., 5° 04'·00E. (WGS84 Datum).
2. Mariners are advised to navigate with caution in the area.
3. Chart 3504 will be updated when further information becomes available.

Chart affected — 3504

**1139(T)/12 NORWAY - West Coast - Storegga Northwards - Buoy.**

Source: Norwegian Notice 3/42674(T)/12

1. A current and wave meter buoy is to be established in position 63° 32'·00N., 5° 11'·00E. (WGS84 Datum).

**1139(T)/12 NORWAY - West Coast - Storegga Northwards - Buoy. (continued)**

2. The buoy will be on station for approximately one year.

Charts affected — 2182D — 2306

**1786(T)/12 ICELAND - Reykjavík - Sundahöfn - Vatnagarðar - Works. Breakwater. Buoy.**

Source: Icelandic Notice 1/3(T)/12

1. Works are in progress to demolish the breakwater between positions 64° 09'·174N., 21° 51'·533W. and 64° 09'·199N., 21° 51'·398W.
2. The works are marked by a green pillar light-buoy, *Fl.G.3s*, which has been temporarily established in position 64° 09'·209N., 21° 51'·336W. (All positions are referred to WGS84 Datum)

Chart affected — 2735

**1917(T)/12 NORWAY - North Coast - Sorøya Northwards - Offshore installations. Works.**

Source: Norwegian Notice 6/43505(T)/12

1. In connection with the development of the Goliat Field subsea installation activities will be taking place, until the end of September 2012, in an area bounded by the following positions (WGS84 Datum):

71° 14'·0N., 22° 14'·0E.  
71° 20'·0N., 22° 14'·0E.  
71° 20'·0N., 22° 20'·0E.  
71° 14'·0N., 22° 20'·0E.

Charts affected — 2228 — 2368

**2184(T)/12 NORWEGIAN SEA - Sklinna Bank North-westwards - Wave recorder.**

Source: Norwegian Notice 7/43598(T)/12

1. A waverider buoy has been temporarily established, until October 2012, in position 66° 08'·4N., 8° 09'·4E. (WGS84 Datum).

Chart affected — 4101

**2385(T)/12 NORWEGIAN SEA - Bjørnøya Southwards - Measuring instruments. Wave recorder.**

Source: Norwegian Notice 8/43702(T)/12

1. \* Temporary seafloor moored scientific measuring instruments have been established in the following positions:

72° 27'·3N., 20° 26'·0E.  
72° 30'·0N., 20° 24'·9E.  
72° 32'·7N., 20° 20'·5E.

2. \* A wave recorder light-buoy, *Fl(5)Y.20s*, has been temporarily established in position 72° 29'·9N., 20° 24'·4E. \* Indicates new or revised entry.

(All positions are referred to WGS84 Datum)

3. Former Notice 5104(T)/11 is cancelled.

Charts affected — 2228 — 4100

**2608(T)/12 NORWAY - West Coast - Frøya Banken - Buoyage.**

Source: Norwegian Notice 9/43857(T)/12

1. Two yellow light-buoys, designated *SES AS1* and *SES AS2*, have been temporarily established in the following positions (WGS84 Datum):

63° 44'·00N., 7° 27'·00E.  
63° 44'·25N., 7° 26'·93E.

Charts affected — 2306 — 2307



**2797(T)/12 NORWAY - West Coast - Eidfjorden - Bridge. Works. Vertical clearance.**

Source: Norwegian Notice 10/44041(T)/12

1. \*Hardanger Bridge is under construction in the vicinity of position 60° 28'·80N., 6° 50'·00E. (WGS84 Datum). During construction and after completion, the bridge will have a vertical clearance of 55m.
2. \*Temporary traffic restrictions will apply throughout the duration of the works. Contact MT Højgaard, Tel: +47 95003206, or Statens Vegvesen, Tel: +47 55516910, for full details of these restrictions.
3. \*Temporary closures of Eidfjorden may be required between September 2012 and December 2012. Vessels should monitor VHF Channel 16 for further information.
4. Mariners are advised to navigate with caution in this area.
5. Chart 3565 will be updated upon completion of the works.  
\*Indicates new or revised entry.
6. Former Notice 3533(P)/11 is cancelled.

**Chart affected — 3565**

**3623(T)/12 NORWAY - South Coast - Drammen - Buoy.**

Source: Norwegian Notice 13/44502(T)/12

1. A buoy with a turbidity meter has been temporarily established in position 59° 44'·10N., 10° 14'·60E. (WGS84 Datum).
2. The buoy is equipped with a white flashing light and a radar reflector and will remain on station until January 2013.

**Charts affected — 3501 — 3712**

**4115(T)/12 NORWEGIAN SEA - Bjørnøya Southwards - Measuring instruments.**

Source: Norwegian Notice 15/44678(T)/12

1. Temporary seafloor moored scientific measuring instruments, at depths of between 37m and 50m, have been established in the following positions (WGS84 Datum):  
72° 00'·0N., 19° 43'·4E.  
72° 30'·1N., 19° 33'·9E.  
73° 29'·9N., 19° 20'·3E.
2. The instruments will remain in place until summer 2013

**Charts affected — 2228 — 4100**

**4230(P)/12 NORWAY - West Coast - Vestfjorden - Røst South-westwards - Restricted area.**

Source: NO2B2020

1. An Environmentally Sensitive Sea Area (ESSA), fishing and trawling prohibited, has been established within an area bounded by the following positions (WGS84 Datum):

67° 00'·00N., 11° 20'·85E.  
66° 51'·60N., 11° 19'·80E.  
66° 51'·60N., 10° 46'·20E.  
67° 00'·00N., 10° 46'·20E.

**Chart affected — 2321**

**4472(T)/12 ICELAND - Northwards and North-westwards - Measuring instruments.**

Source: Icelandic Notices 3/14(T)-15(T)/12

1. Temporary seafloor moored scientific measuring instruments, at depths of between 50-100m, have been established in the following positions:

<i>Position (WGS84 Datum)</i>	<i>Chart</i>
*67° 17'·00N., 21° 18'·00W.	2897, 4112
*67° 08'·78N., 21° 18'·19W.	2897, 2899, 4112
*66° 53'·81N., 21° 24'·61W.	2897, 2899, 4112
*66° 59'·99N., 21° 32'·45W.	2897, 2899, 4112
67° 24'·96N., 23° 41'·52W.	2897, 4112
67° 42'·14N., 24° 09'·28W.	2897, 4112
68° 12'·36N., 25° 13'·89W.	4112, 4113
*68° 19'·20N., 25° 29'·57W.	4112, 4113
68° 19'·31N., 25° 29'·57W.	4112, 4113
*68° 28'·45N., 25° 48'·98W.	4112, 4113

\* Indicates new or revised entry

2. \*Mariners are requested to keep a safe clearance of 3 nautical miles.
3. Former Notice 5778(T)/11 is cancelled.

**Charts affected — 2897 — 2899 — 4112 — 4113**

**4644(T)/12 RUSSIA - Barents Sea Coast - Gulyayevskiye Koshki to Nar'yan-Mar - Buoyage.**

Source: Russian Notices 44/5459(T)/11, 29/4366/12, 36/5219(T)-5221(T)/12, 36/5223(T)-5225(T)/12

1. The buoyage through Gulyayevskiye Koshki (69° 00'·0N., 55° 40'·0E.) to Nar'yan-Mar (67° 45'·0N., 53° 12'·0E.) is almost entirely missing or temporarily extinguished. Some temporary buoyage has been established. Areas affected are Pechorskaya Guba, its north and east approaches and Reka Pechora.
2. Mariners are advised to navigate with caution and contact the port authority for the most recent information.
3. Former Notice 3621(T)/12 is cancelled.

**Chart affected — 2961**

**5145(P)/12 NORWAY - South Coast - Larvik - Revet Westwards and Southwards and Sandefjord - Alongside depths. Coastline. Depths.**

Source: ENC NO5E0820

1. Recently received Norwegian ENCs have identified changes to alongside depths and coastline at Revet, Larvik, between positions 59° 02'·42N., 10° 02'·59E. and 59° 02'·20N., 10° 02'·72E.
2. Numerous depths less than charted have been identified in Sandefjord. The most significant are as follows:

3m	59° 07'·54N., 10° 14'·02E.
3·7m	59° 07'·49N., 10° 14'·05E.
10·8m	59° 07'·27N., 10° 13'·65E.
8·1m	59° 07'·24N., 10° 13'·79E.
14·7m	59° 04'·79N., 10° 14'·21E.

(All positions are referred to ED50 Datum)

**Charts affected — 3010 — 3499**

**5218(T)/12 ARCTIC OCEAN - Svalbard - Nordaustlandet Northwards and North-eastwards - Measuring instruments.**

Source: Norwegian Notice 19/45142(T)/12

1. Temporary seafloor moored scientific measuring instruments have been established in the following positions:

<i>Position (WGS84 Datum)</i>	<i>Depth (m)</i>
81° 24'·2N., 31° 13'·1E.	50
81° 27'·5N., 31° 02'·7E.	48
81° 29'·4N., 22° 00'·3E.	56

2. These instruments will remain in the water until September 2013.



**5218(T)/12 ARCTIC OCEAN - Svalbard - Nordaustlandet Northwards and North-eastwards - Measuring instruments. (continued)**

3. Mariners are advised to maintain a safe distance of 2 nautical miles from these positions.

**Chart affected — 3136**

**5302(T)/12 RUSSIA - White Sea Coast - Onezhskiy Zaliv - Buoyage.**

Source: Russian Notices 36/4757(T)/09 & 44/6563/12

1. The following buoys within Onezhskiy Zaliv are reported missing.

North cardinal buoy	64° 53'·87N., 36° 17'·97E.
East cardinal buoy	64° 51'·60N., 36° 23'·40E.
West cardinal buoy	64° 51'·49N., 36° 15'·50E.
East cardinal buoy	64° 31'·33N., 36° 36'·05E.
East cardinal buoy	64° 21'·33N., 36° 52'·42E.

(All positions are referred to Undetermined Datum)

2. Former Notice 5504(T)/09 is cancelled.

**Charts affected — 2097 — 2273 — 2274 — 2275**

**5833(T)/12 ICELAND - Vestfirðir - Ísafjardardjúp - Measuring instruments.**

Source: Icelandic Notice 4/20(T)/12

1. Until further notice, submerged current meters, marked by buoys, have been established in the following positions (WGS84 Datum):

66° 02'·65N., 22° 47'·40W.
65° 58'·39N., 22° 32'·54W.
66° 03'·52N., 22° 32'·85W.
66° 00'·12N., 22° 27'·29W.

2. Fishing vessels are requested to keep a safe clearance of 0.5 nautical miles.

**Chart affected — 2898**

**(4) BALTIC SEA AND APPROACHES**

**1395(T)/07 GERMANY - Baltic Coast - Fehmarnbelt - Fehmarn Eastwards - Wreck. Buoy.**

Source: German Notice 7/T(16)31/07

1. A dangerous wreck marked by an East cardinal light-buoy, *Q(3)10s*, exists in position 54° 26'·02N., 11° 19'·28E.
2. Mariners are advised to navigate with caution in this area.

**Charts affected — 2106 — 2113 — 2117**

**5403(T)/08 GERMANY - Baltic Coast - Approaches to Travemünde - Buoy. Works.**

Source: German Notice 36/(16)35(T)/08

1. Submarine works are taking place within a 500m radius of position 54° 01'·52N., 10° 56'·68E. and are marked by an unlit yellow spar buoy.

**Charts affected — 2106 — 2117**

**1029(P)/09 SWEDEN - West Coast - Strömstad to Göteborg - Vessel traffic services. Radio reporting lines. Radio reporting points.**

Source: Swedish Notices 240/5352/09, 240/5354/09, 240/5357/09 & 240/5369/09.

1. Amendments to Strömstad, Lysekil, Marstrand and Göteborg VTS schemes were introduced on 1st January 2009.
2. The changes include the withdrawal of the Strömstad VTS, changes to the limits of the Lysekil & Marstrand VTS schemes and associated radio reporting points and changes to radio reporting points within the Göteborg VTS scheme.
3. Full details of all changes will be included in Admiralty List of Radio Signals Vol.6(2), NP286(2).

**Charts affected — 879 — 2107**



**4831(P)/09 FINLAND - South Coast - Approaches to Kotka and Hamina - Tammio - Nature reserve.**

Source: ENC FI4EIJUY & UKHO

1. A nature reserve (National Park) has been established, bounded by the following positions (Finnish Datum):

Latitude	Longitude
60° 27'·22N.	27° 37'·38E.
60° 26'·53N.	27° 42'·97E.
60° 26'·00N.	27° 41'·41E.
60° 23'·46N.	27° 43'·80E.
60° 13'·40N.	27° 27'·60E.
60° 12'·01N.	27° 17'·80E.
60° 12'·01N.	26° 46'·06E.
60° 12'·78N.	26° 45'·42E.
60° 11'·33N.	26° 38'·83E.
60° 17'·22N.	26° 34'·98E.
60° 22'·67N.	26° 40'·92E.
60° 22'·67N.	26° 43'·30E.
60° 20'·62N.	26° 45'·04E.
60° 21'·28N.	26° 47'·02E.
60° 21'·21N.	26° 48'·85E.
60° 21'·73N.	26° 58'·39E.
60° 23'·98N.	26° 59'·55E.
60° 19'·71N.	27° 03'·90E.
60° 18'·78N.	27° 10'·30E.
60° 17'·95N.	27° 11'·72E.
60° 17'·44N.	27° 15'·18E.
60° 20'·37N.	27° 15'·20E.
60° 21'·59N.	27° 15'·56E.
60° 21'·68N.	27° 16'·15E.
60° 19'·77N.	27° 19'·03E.
60° 22'·65N.	27° 28'·78E.
60° 23'·11N.	27° 28'·37E.
60° 25'·43N.	27° 33'·98E.
60° 26'·72N.	27° 33'·48E.
60° 27'·22N.	27° 37'·38E.

2. Entry into the nature reserve is affected by numerous restrictions and prohibitions. For further details, consult the local Port Authorities.

3. These changes will be included in the next New Editions of Charts 1088, 2248 and 2264.

**Chart affected — 1088**

**5607(T)/09 DENMARK - Islands - Kalundborg - Gisseløre to Statoil Oliepier - Channel depth. Channel limits.**

Source: Danish Notice 37/761(T)/09

1. Depths of 14·3m have been reported in the channel between Gisseløre and the Statoil Oliepier fuel storage depot alongside quay E, 55° 40'·01N., 11° 05'·94E. (WGS84 Datum).

2. The width of the channel, indicated depth 15m, is temporarily reduced to 60m in places.

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

**Chart affected — 923**

**5844(P)/09 LATVIA - Mangaju pussala Southwards - Zvejas - Lights. Works.**

Source: Latvian Notices 9/89/09 & 9/98-99/09

1. Works are taking place in Zvejas harbour.

2. Entry is prohibited, until further notice, through the South gate entrance in position 57° 02'·47N., 24° 04'·45E. (WGS84 Datum).

3. The port (FI(3)R.9s8m1M) and starboard (FI(3)G.9s8m1M) harbour lights have been extinguished.

4. The North gate entrance is still open to traffic.

5. Chart 2239 will be updated when further information becomes available.

**Chart affected — 2239**

**6040(P)/09 SWEDEN - East Coast - West Coast - Approaches to Brofjorden, Stora Pölsan, Nidingen, Västervik Eastwards, Stora Ålo Eastwards, Arkö South-eastwards, Gunnarsstenarna Northwards, Huvudskär South-eastwards and Södra Kvarken - Restricted areas.**

Source: Swedish Notices 270/5798/09 & 271/5807/09

1. There are numerous restricted areas throughout the Swedish coastline which are regarded as dangerous for all forms of seabed activity due to the presence of unrecovered mines. New information continues to affect and change these areas on a frequent basis and the Swedish authorities have taken the decision to withdraw 11 of these areas from their charts and produce a standard note which directs the Mariner to the Swedish Maritime Administration website where full and up to date information can be found ([www.sjofartsverket.se/mines](http://www.sjofartsverket.se/mines)). The affected areas are enclosed by the following positions:

2. Södra Kvarken

60° 21'·0N., 18° 58'·8E.
60° 21'·0N., 19° 08'·9E.
60° 18'·1N., 19° 07'·8E.
60° 15'·0N., 19° 06'·4E.
60° 15'·0N., 18° 53'·6E.
60° 16'·0N., 18° 53'·6E.

3. North of Gunnarsstenarna

58° 50'·0N., 18° 01'·0E.
58° 50'·0N., 18° 04'·0E.
58° 47'·2N., 18° 04'·0E.

4. South-east of Huvudskär light

58° 56'·0N., 18° 46'·0E.
58° 56'·0N., 18° 54'·0E.
58° 51'·0N., 18° 54'·0E.

5. South-east of Arkö

58° 26'·5N., 17° 13'·0E.
58° 26'·5N., 17° 22'·5E.
58° 20'·5N., 17° 22'·5E.
58° 20'·5N., 17° 13'·0E.

6. South-east of Häradsjär light

58° 08'·5N., 17° 02'·0E.
58° 08'·5N., 17° 11'·0E.
58° 03'·0N., 17° 11'·0E.
58° 03'·0N., 17° 02'·0E.

7. South-east of Storkläppen light

57° 50'·0N., 16° 54'·5E.
57° 50'·0N., 17° 04'·0E.
57° 44'·5N., 17° 04'·0E.
57° 44'·5N., 16° 54'·5E.

8. Kungsgrundet light

57° 41'·5N., 16° 53'·0E.
57° 41'·5N., 17° 06'·0E.
57° 33'·5N., 17° 06'·0E.
57° 33'·5N., 16° 53'·0E.



**6040(P)/09 SWEDEN - East Coast - West Coast - Approaches to Brofjorden, Stora Pölsan, Nidingen, Västervik Eastwards, Stora Ålo Eastwards, Arkö South-eastwards, Gunnarsstenarna Northwards, Huvudskär South-eastwards and Södra Kvarken - Restricted areas. (continued)**

**9. Nidingen light**

- 57° 20'·1N., 11° 57'·7E.
- 57° 15'·6N., 12° 03'·1E.
- 57° 15'·0N., 12° 02'·8E.
- 57° 15'·0N., 11° 51'·3E.
- 57° 17'·2N., 11° 48'·3E.
- 57° 20'·9N., 11° 46'·5E.
- 57° 20'·9N., 11° 50'·8E.
- 57° 17'·4N., 11° 52'·6E.
- 57° 17'·3N., 11° 55'·1E.
- 57° 18'·3N., 11° 55'·8E.

**10. West of Stora Pölsan light**

- 57° 50'·9N., 11° 31'·2E.
- 57° 46'·5N., 11° 31'·4E.
- 57° 44'·2N., 11° 34'·9E.
- 57° 42'·6N., 11° 29'·9E.
- 57° 45'·1N., 11° 26'·4E.
- 57° 50'·9N., 11° 23'·9E.

**11. South of Flatholmen**

- 58° 15'·5N., 11° 23'·9E.
- 58° 15'·4N., 11° 25'·4E.
- 58° 15'·1N., 11° 25'·2E.
- 58° 15'·2N., 11° 24'·4E.
- 58° 15'·3N., 11° 24'·0E.

**12. West of Bonden**

- 58° 13'·5N., 11° 13'·6E.
- 58° 13'·5N., 11° 18'·0E.
- 58° 10'·5N., 11° 18'·0E.
- 58° 10'·5N., 11° 13'·6E.

(All positions are referred to WGS84 DATUM)

**13. The changes at Södra Kvarken have been included on New Editions of Charts 2337, 2338, 2296 and 2297, published 12 November 2009 and the other charts will be updated when further details are available.**

**Chart affected — 2361**

**1955(T)/10 SWEDEN - West Coast - Approaches to Göteborg - Trubaduren Eastwards - Foul.**

Source: Swedish Notice 297/6185(T)/10

1. An anchor has been lost in anchorage area C in position 57° 35'·49N., 11° 41'·26E. (WGS84 Datum).

**Chart affected — 858**

**2170(T)/10 GERMANY - Baltic Coast - Zatoka Pomorska (Pommersche Bucht) - Koserow Northwards - Spoil ground.**

Source: German Notice 12/(16)1511(T)/10

1. A temporary spoil ground has been established in an area bounded by the following positions (WGS84 Datum):

- 54° 08'·30N., 13° 57'·36E.
- 54° 08'·27N., 13° 59'·22E.
- 54° 07'·18N., 13° 59'·17E.
- 54° 07'·21N., 13° 57'·31E.

**Chart affected — 2679**

**3748(T)/10 GERMANY - Baltic Coast - Approaches to Travemünde - Lübecker Bucht - Works. Buoy. Explosive dumping ground.**

Source: ENC DE416041

1. Underwater works are taking place within a 500m radius of position 54° 04'·48N., 10° 59'·61E. and are marked by an unlit yellow spar buoy.
2. An explosive dumping ground exists within a 1400m radius of position 54° 04'·25N., 10° 59'·50E. (All positions are referred to WGS84 Datum).

**Charts affected — 2106 — 2117**

**5641(T)/10 DENMARK - Islands - Kattegat - Lysegrund Westwards - Danger area.**

Source: Danish Notice 42/1055(T)/10

1. Explosives are reported to exist in position 56° 17'·10N., 11° 36'·92E. (WGS84 Datum).
2. Mariners are advised not to anchor or trawl in the vicinity.

**Chart affected — 2108**

**1729(P)/11 SWEDEN - East Coast - Studvik to Sundsvall - Vessel traffic services. Radio reporting lines. Radio reporting points.**

Source: Swedish Notices 245/5401/09 & 262/5571/09

1. Amendments to Stockholm and Gävle VTS schemes were introduced on 1 January 2009.
2. This area extends between Studsvik (58° 46'·15N., 17° 23'·10E.) and Sundsvall (62° 23'·40N., 17° 18'·15E.) (WGS84 Datum).
3. The changes include a new radio reporting line and reporting points within the Stockholm VTS scheme and the withdrawal of the Gävle VTS.
4. Full details of all changes will be included in Admiralty List of Radio Signals Vol.6(2), NP286(2).
5. Former Notice 5884(P)/09 is cancelled.

**Charts affected — 889 — 2222 — 2252 — 2299**

**1909(T)/11 POLAND - Gdańsk - Approach Fairway - Light. Buoyage. Obstruction.**

Source: Polish Notice 12/305(T)/11

1. \*P-5 light in position 54° 24'·905N., 18° 47'·993E. (WGS84 Datum) has been destroyed. The remains of the dolphin, a pipe protruding from the seabed, and the lantern, have created an obstruction with a least depth of 6m over it.
2. \*P-5 starboard-hand light-buoy, *Fl(2)G.10s*, has been temporarily established in position 54° 24'·885N., 18° 48'·020E.
3. \*A north cardinal light-buoy without topmark, *Q*, has been established to mark the hazard in position 54° 24'·925N., 18° 47'·995E.
4. Mariners are advised to navigate with particular caution in this area as the fairway has narrowed.  
\* Indicates new or revised entry.
5. Former Notice 5432(T)/10 is cancelled.

**Chart affected — 2688**



**2466(T)/11 SWEDEN - East Coast - South Coast - West Coast - Danger areas.**

Source: Swedish Notices 195/4039(T)/08 & 212/4931/08

- Unexploded ordnance, which are liable to cause a dangerous explosion if disturbed, are reported to exist on the seabed in the following positions. They could present a hazard for vessels anchoring, fishing or engaged in submarine or seabed operations.

Position	Largest Scale Chart(s)
a. East Coast	
* 59° 00'·1N., 18° 11'·7E.	872
* 58° 59'·8N., 18° 11'·7E.	872
* 58° 57'·3N., 18° 27'·0E.	836, 2362
* 58° 50'·75N., 17° 57'·45E.	837, 872
58° 49'·8N., 18° 19'·8E.	2362
58° 49'·7N., 18° 14'·5E.	2362
58° 45'·46N., 18° 26'·23E.	2362
58° 35'·0N., 18° 45'·2E.	2362
58° 30'·5N., 17° 33'·8E.	2362
58° 28'·0N., 17° 23'·0E.	2361, 2362
57° 51'·35N., 17° 14'·86E.	2361
57° 46'·1N., 17° 11'·7E.	2361
57° 49'·4N., 19° 09'·0E.	798, 2223, 2361
b. South Coast	
56° 00'·55N., 16° 07'·45E.	2251, 2360
55° 53'·2N., 16° 30'·9E.	2251, 2360
55° 52'·9N., 16° 30'·8E.	2251, 2360
55° 52'·3N., 16° 28'·6E.	2251, 2360
55° 52'·1N., 16° 31'·9E.	2251, 2360
55° 52'·0N., 16° 30'·5E.	2251, 2360
56° 00'·71N., 15° 25'·31E.	2857
56° 00'·2N., 15° 19'·2E.	2857
55° 58'·2N., 15° 10'·0E.	2857
55° 52'·4N., 15° 09'·4E.	2360
55° 52'·1N., 15° 03'·8E.	2360
56° 05'·6N., 15° 03'·0E.	2857
56° 01'·1N., 15° 02'·6E.	2857
56° 01'·3N., 14° 56'·0E.	2856
c. West Coast	
57° 33'·37N., 11° 21'·50E.	2107
58° 14'·56N., 11° 16'·69E.	853
58° 31'·4N., 11° 06'·9E.	1402
58° 49'·2N., 11° 00'·2E.	879
58° 24'·4N., 10° 30'·1E.	1402
58° 27'·9N., 10° 32'·8E.	1402
58° 28'·29N., 10° 48'·78E.	1402

\* Indicates new or revised entry.  
(All positions are referred to WGS84 Datum).

- Former Notice 1300(P)/11 is cancelled.

**Charts affected — 798 — 836 — 837 — 853 — 872 — 879 — 1402 — 2107 — 2223 — 2251 — 2360 — 2361 — 2856 — 2857**

**2564(T)/11 BALTIC SEA - Denmark - Estonia - Finland - Germany - Poland - Latvia - Lithuania - Sweden - Measuring instruments.**

Source: SAMBAH

- It has been reported that around 300 measuring instruments (C-Pods) have been installed by the SAMBAH project across the EU waters of the Baltic Sea from the Sound to Åland.
- These measuring instruments have been installed to monitor the number and distribution of harbour porpoises within the Baltic and will exist in position until Spring 2013.
- The measuring instruments are moored 2 metres from the sea bed (6-8 metres within German waters) and are marked by yellow spar buoys with topmarks and radar reflectors, except where established in shipping lanes and sensitive areas, where they are completely submerged and unmarked.
- A full list of positions is available from the SAMBAH website at [www.sambah.org](http://www.sambah.org).

**2564(T)/11 BALTIC SEA - Denmark - Estonia - Finland - Germany - Poland - Latvia - Lithuania - Sweden - Measuring instruments. (continued)**

- Mariners are requested to avoid anchoring or trawling within the vicinity of the instruments.
- Mariners are advised to navigate with caution and maintain a safe distance of at least two cables from all buoy positions.
- Former Notice 5946(T)/10 is cancelled.

**Charts affected — 259 — 2816 — 2817**

**2580(P)/11 FINLAND - Saaristomeri - Approaches to Korppoo and Kemiö - Nature reserve.**

Source: UKHO

- A nature reserve (National Park) has been established, bounded by the following positions (Finnish Datum):

60° 10'·73N., 21° 02'·91E.  
 60° 08'·09N., 21° 07'·40E.  
 60° 06'·08N., 21° 07'·24E.  
 60° 05'·73N., 21° 21'·90E.  
 60° 06'·32N., 21° 35'·50E.  
 60° 05'·05N., 21° 35'·43E.  
 60° 04'·07N., 21° 40'·05E.  
 60° 05'·35N., 21° 47'·57E.  
 60° 05'·75N., 21° 51'·13E.  
 60° 06'·99N., 22° 20'·50E.  
 60° 05'·55N., 22° 21'·43E.  
 59° 59'·62N., 22° 23'·13E.  
 59° 55'·76N., 22° 23'·28E.  
 59° 53'·77N., 22° 28'·19E.  
 59° 52'·80N., 22° 25'·73E.  
 59° 50'·86N., 22° 22'·44E.  
 59° 50'·59N., 22° 24'·92E.  
 59° 51'·11N., 22° 31'·57E.  
 59° 53'·19N., 22° 32'·04E.  
 59° 53'·93N., 22° 35'·61E.  
 59° 54'·22N., 22° 38'·96E.  
 59° 54'·06N., 22° 43'·30E.  
 59° 52'·63N., 22° 49'·07E.  
 59° 51'·05N., 22° 48'·82E.  
 59° 44'·58N., 22° 44'·74E.  
 59° 42'·83N., 22° 25'·14E.  
 59° 44'·97N., 22° 13'·10E.  
 59° 43'·26N., 21° 57'·65E.  
 \* 59° 44'·01N., 21° 44'·55E.  
 \* 59° 40'·10N., 21° 30'·02E.  
 59° 44'·91N., 21° 19'·37E.  
 59° 45'·12N., 21° 17'·11E.  
 59° 49'·76N., 21° 18'·60E.  
 \* 59° 53'·12N., 21° 20'·91E.  
 \* 59° 56'·28N., 21° 14'·02E.  
 59° 57'·00N., 21° 10'·46E.  
 59° 59'·23N., 21° 08'·81E.  
 60° 04'·62N., 21° 07'·09E.  
 60° 07'·42N., 21° 01'·64E.  
 60° 10'·73N., 21° 02'·91E.

- Entry into the nature reserve is affected by numerous restrictions and prohibitions. For further details, consult the local Port Authorities.

- \* These changes will be included in the next New Editions of Charts 2297 and 3443.

- Former Notice 6935(P)/09 is cancelled.

\* Indicates new or revised entry.

**Chart affected — 3443**

**3440(T)/11 GERMANY - Baltic Coast - Rostock - Warnemünde Eastwards - Buoyage. Restricted areas.**

Source: German Notice 19/1672(T)/11

- Aids to navigation and anchoring prohibited areas have been temporarily established in the vicinity of Warnemünde.



**3440(T)/11 GERMANY - Baltic Coast - Rostock - Warnemünde Eastwards - Buoyage. Restricted areas.**

2. A north cardinal spar buoy, *IMK N*, has been established in position 54° 10'·971N., 12° 03'·377E.
3. A yellow ODAS pillar light-buoy *RAD ODAS, Fl(5)20s*, with a cross topmark has been established in position 54° 11'·614N., 12° 03'·286E.
4. A yellow spherical ODAS light-buoy, *Q*, has been established in position 54° 11'·560N., 12° 03'·290E. with an anchoring prohibited area, radius of 1·6 cables centred on the light-buoy.
5. An anchoring prohibited area, containing measuring instruments, has been established bounded by the following positions:

54° 10'·640N., 12° 03'·160E.(shore)

54° 11'·084N., 12° 03'·084E.

54° 11'·120N., 12° 03'·632E.

54° 10'·680N., 12° 03'·710E.(shore)

6. Mariners are advised to navigate with caution in the vicinity.  
(All positions are referred to WGS84 Datum).

**Chart affected — 2370**

**3636(T)/11 POLAND - Zatoka Pomorska - Świnoujście North-eastwards - Buoy.**

Source: Polish Notice 27/570(T)/11

1. A yellow barrel light-buoy, *Fl(5)Y.20s POM-I*, has been temporarily established in position 53° 56'·54N., 14° 19'·36E.  
(WGS84 Datum).

**Charts affected — 2677 — 2679**

**3672(T)/11 POLAND - Approaches to Świnoujście - Świnoujście Harbour and Oderbank (Ławica Odrzana) Southwards - Breakwater. Restricted area. Buoyage. Spoil grounds.**

Source: Polish Notices 19/387(T)/10, 34/651(T)/10, 34/652(T)/10, 42/807(T)/10 & 28/590(T)/11

1. Breakwater construction is taking place in the outer Port of Świnoujście and a restricted area, entry prohibited, has been established, bounded by the following positions:

53° 55'·90N., 14° 16'·67E.

53° 56'·60N., 14° 16'·56E.

53° 56'·61N., 14° 16'·84E.

53° 55'·99N., 14° 18'·61E.

53° 55'·35N., 14° 18'·66E.

53° 54'·95N., 14° 18'·66E.

2. The works area is marked by special light-buoys *Fl.Y.4s*.
3. The following special light-buoys have been established within the entrance to Świnoujście Harbour:

Position	Name	Characteristics
----------	------	-----------------

53° 55'·82N., 14° 16'·69E.	FE-1	<i>Fl.Y.2s</i>
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53° 55'·66N., 14° 16'·86E.	FE-2	<i>Fl.Y.3s</i>
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53° 55'·47N., 14° 16'·97E.	FE-3	<i>Fl.Y.4s</i>
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53° 55'·19N., 14° 17'·00E.	FE-4	<i>LFl.Y.5s</i>
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4. \* Spoil grounds have been established, bounded by the following positions:

54° 05'·00N., 14° 24'·80E.

54° 05'·47N., 14° 24'·33E.

54° 06'·29N., 14° 26'·71E.

54° 05'·82N., 14° 27'·18E.

and

54° 00'·47N., 14° 24'·91E.

54° 03'·00N., 14° 24'·91E.

54° 03'·00N., 14° 27'·18E.

54° 00'·47N., 14° 27'·18E.

5. Mariners should navigate with caution and contact the local authority for the latest information.  
(All positions are referred to WGS84 Datum).

\* Indicates new or revised entry.

6. Former Notice 5528(P)/10 is cancelled.

**Charts affected — 2676 — 2677 — 2679**

**3712(T)/11 SWEDEN - West Coast - Laholmsbukten - Halmstad - Wreck.**

Source: Swedish Notice 363/7322(T)/11

1. A wreck, least depth 5·4m, marked by a yellow spar buoy, exists in position 56° 39'·72N., 12° 51'·38E. (WGS84 Datum).

**Chart affected — 875**

**3986(T)/11 POLAND - Zatoka Pomorska - Dziwnów North-eastwards - Wreck.**

Source: Polish Notice 31/637(T)/11

1. A wreck, depth unknown, has been reported in approximate position 54° 06'·10N., 14° 54'·85E. (WGS84 Datum).

**Charts affected — 2150 — 2679**

**4460(P)/11 BALTIC SEA - Gulf of Finland to Germany - Vyborgskiy Zaliv North-westwards to Greifswalder Bodden - Submarine pipelines.**

Source: Nord Stream AG

1. \* Two parallel submarine gas pipelines 'Nord Stream' are being laid from October 2010 to 2012.