



UK Hydrographic  
Office

**NP247(2)**

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

**CORRECT TO 31 DECEMBER 2020 (Week 53/20)**

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## **INTRODUCTION**

NP247(2), *ADMIRALTY of Notices to Mariners – Updates to Sailing Directions and Miscellaneous Nautical Publications*, contains the text of all updates to current editions of *ADMIRALTY Sailing Directions* and *Miscellaneous Nautical Publications* which have been published in Sections IV and VII of *ADMIRALTY of Notices to Mariners*, and which remain in force on 31 December 2020 (Week 53/20).

## **HOW TO USE THIS PUBLICATION**

### **Current editions of Sailing Directions and Miscellaneous Nautical Publications**

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

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

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

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

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

### **Sailing Directions in Continuous Revision**

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

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

### **Promulgation of Section IV and VII Notices to Mariners**

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

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

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

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

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

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

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



# UPDATES TO ADMIRALTY SAILING DIRECTIONS

## PART 1

### CURRENT EDITIONS OF ADMIRALTY SAILING DIRECTIONS

(Updated to Week 53/20)

<i>NP No</i>	<i>Title</i>	<i>Edition</i>	<i>Published / correct from Weekly Edition Number</i>
1	Africa Pilot Vol 1	19 <sup>th</sup> (2020)	50/20
2	Africa Pilot Vol 2	18 <sup>th</sup> (2017)	39/17
3	Africa Pilot Vol 3	18 <sup>th</sup> (2019)	16/19
4	South-East Alaska Pilot	8 <sup>th</sup> (2015)	16/15
5	South America Pilot Vol 1	19 <sup>th</sup> (2017)	22/17
6	South America Pilot Vol 2	19 <sup>th</sup> (2019)	19/19
7	South America Pilot Vol 3	13 <sup>th</sup> (2018)	49/18
7A	South America Pilot Vol 4	8 <sup>th</sup> (2018)	51/18
8	Pacific Coasts of Central America and USA Pilot	15 <sup>th</sup> (2019)	43/19
9	Antarctic Pilot	9 <sup>th</sup> (2019)	24/19
10	Arctic Pilot Vol 1	9 <sup>th</sup> (2016)	07/16
11	Arctic Pilot Vol 2	12 <sup>th</sup> (2018)	34/18
12	Arctic Pilot Vol 3	10 <sup>th</sup> (2018)	19/18
13	Australia Pilot Vol 1	6 <sup>th</sup> (2020)	35/20
14	Australia Pilot Vol 2	14 <sup>th</sup> (2019)	25/19
15	Australia Pilot Vol 3	14 <sup>th</sup> (2018)	24/18
18	Baltic Pilot Vol 1	19 <sup>th</sup> (2020)	27/20
19	Baltic Pilot Vol 2	17 <sup>th</sup> (2018)	06/18
20	Baltic Pilot Vol 3	14 <sup>th</sup> (2019)	29/19
21	Bay of Bengal Pilot	13 <sup>th</sup> (2019)	20/19
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24	Black Sea and Sea of Azov Pilot	6 <sup>th</sup> (2019)	33/19
25	British Columbia Pilot Vol 1	17 <sup>th</sup> (2019)	38/19
26	British Columbia Pilot Vol 2	11 <sup>th</sup> (2017)	11/17
27	Channel Pilot	12 <sup>th</sup> (2018)	45/18
28	Dover Strait Pilot	13 <sup>th</sup> (2020)	36/20
30	China Sea Pilot Vol 1	11 <sup>th</sup> (2018)	29/18
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33	Philippine Islands Pilot	6 <sup>th</sup> (2017)	49/17
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36	Indonesia Pilot Vol 1	10 <sup>th</sup> (2019)	09/19
37	West Coasts of England and Wales Pilot	20 <sup>th</sup> (2017)	26/17
38	West Coast of India Pilot	19 <sup>th</sup> (2019)	49/19
39	South Indian Ocean Pilot	16 <sup>th</sup> (2020)	39/20
40	Irish Coast Pilot	21 <sup>st</sup> (2019)	41/19

<i>NP No</i>	<i>Title</i>	<i>Edition</i>	<i>Published / correct from Weekly Edition Number</i>
41	Japan Pilot Vol 1	12 <sup>th</sup> (2018)	08/18
42A	Japan Pilot Vol 2	7 <sup>th</sup> (2020)	13/20
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43	S and E Coasts of Korea, E Coast of Siberia and Sea of Okhotsk Pilot	12 <sup>th</sup> (2020)	10/20
44	Malacca Strait and W Coast Sumatera Pilot	14 <sup>th</sup> (2019)	40/19
45	Mediterranean Pilot Vol 1	16 <sup>th</sup> (2018)	14/18
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49	Mediterranean Pilot Vol 5	15 <sup>th</sup> (2020)	42/20
50	Newfoundland and Labrador Pilot	14 <sup>th</sup> (2016)	34/16
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54	North Sea (West) Pilot	11 <sup>th</sup> (2018)	18/18
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56	Norway Pilot Vol 1	17 <sup>th</sup> (2018)	39/18
57A	Norway Pilot Vol 2A	13 <sup>th</sup> (2019)	50/19
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58A	Norway Pilot Vol 3A	9 <sup>th</sup> (2020)	11/20
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61	Pacific Islands Pilot Vol 2	13 <sup>th</sup> (2017)	10/17
62	Pacific Islands Pilot Vol 3	15 <sup>th</sup> (2020)	02/20
63	Persian Gulf Pilot	18 <sup>th</sup> (2018)	27/18
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66A	SW Coast of Scotland Pilot	2 <sup>nd</sup> (2019)	03/19
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# UPDATES TO ADMIRALTY SAILING DIRECTIONS

## PART 2

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## NP1 Africa Pilot Volume 1 (2020 Edition)

Mauritania - Nouadhibou —  
Controlling depths; obstructions

182

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

- 1 The approach channel has depths of about 7 m, gradually decreasing to about 6 m in the fairway near the berths; numerous obstructions, the least with a charted depth of 5.8 m at (20°53'70N 17°02'89W), lie in the fairway within the white sector (286°-292°) of Point Chacal Light (6.68). See also 6.64.

The port authority should be contacted for the latest information.

French Chart 7833/20

[NP1-No 1-Wk 50/20]

## Mauritania - Nouadhibou — Obstructions

183

Paragraph 6.64 1 including heading *Replace by:*

## Dangers

## 6.64

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

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

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

French Chart 7833/20

[NP1-No 2-Wk 50/20]

## NP2 Africa Pilot Volume 2 (2017 Edition)

## Republic of South Africa — Regulations; PSSA

6

Paragraph 1.50 1 line 8 *Replace by:*

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

The PSSA extends E to the vicinity of Great Fish Point. See *Africa Pilot Volume 3*.

**Other regulations.** See Appendix II.

South African Notice 5/45/18

[NP2-No 9-Wk 28/18]

South Atlantic - Tristan da Cunha Group —  
Regulations

6

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

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

The PSSA extends E to the vicinity of Great Fish Point. See *Africa Pilot Volume 3*.

## Tristan da Cunha Group

## 1.50a

- 1 **Bio-security rules.** To protect the fragile ecology of Tristan and the outer islands, which include Gough, Inaccessible, Nightingale and Middle Islands, all visiting vessels are required to fully understand the bio-security rules which must be implemented before arriving into the Territory and during the course of their visit.

- 2 The rules may be downloaded from:  
[www.tristandc.com/news-2020-01-25-biosecurityrules.php](http://www.tristandc.com/news-2020-01-25-biosecurityrules.php)

Non-compliance with the rules may attract heavy fines.

Correspondence Tristan da Cunha Government

[NP2-No 27-Wk 09/20]

*The following notices are to be implemented at 0000 UTC on 1<sup>st</sup> April 2020*

South Atlantic - Tristan da Cunha Group —  
Regulations; ATBA

84

*After Paragraph 2.55 1 line 3 Insert:*

## Traffic regulations

## 2.55a

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

UKHO

[NP2-No 25-Wk 08/20]

South Atlantic - Tristan da Cunha Group —  
Regulations

84

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

## Regulations

## 2.55

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

**Bio-security rules.** All vessels visiting the territory are subject to certain rules before and during their visit. See 1.50a.

Correspondence Tristan da Cunha Government

[NP2-No 28-Wk 09/20]

# NP2

## South Atlantic - Gough Island — Regulations; ATBA

90

After Paragraph 2.91 1 line 2 *Insert*:

### Traffic regulations 2.91a

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

UKHO

[NP2-No 26-Wk 08/20]

## Isla de Bioko - Puerto de Malabo — Berths; depths

99

Paragraph 3.56 1 line 2 *Replace by*:

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

French Notice 3/145/18

[NP2-No 7-Wk 07/18]

## Cameroon - Kribi — Marine terminal

131

After Paragraph 4.173 6 line 2 *Insert*:

### Sanaga Marine Terminal 4.173a

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

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

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

**Restricted area.** A large restricted area surrounds the installations.

French Notice 50/148/18

[NP2-No 11-Wk 02/19]

## Cameroon - Kribi - Sanaga Marine Terminal — Anchorage

131

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

...tandem with the 350 000 dwt FSO.

### Sanaga Marine Terminal 4.173a

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

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

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

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

**Restricted area.** A large restricted area surrounds the installations.

H102 Perenco Ltd (2020)

[NP2-No 29-Wk 19/20]

## Equatorial Guinea - Bata — Directions; light buoy; wreck

133

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

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

SHOM

[NP2-No 14-Wk 22/19]

## Gabon - Owendo — Berths

147

Paragraph 5.51 *Replace by*:

- 1 **GSEZ Mineral Port** (0°18'24N 9°29'34E), located NNW of Owendo. The terminal comprises two berths, total length 175 m. Reported dredged depth alongside the quay is 8 m (2018). Two mooring buoys lie 4 cables WNW and 7 cables NNW, respectively, of the quay.

Website. <http://gsezmineralport.com/index.php>

- 2 **Manganese Ore Terminal** (0°17'10N 9°29'60E). The berth comprises dolphins and a loader which is connected to shore by a 900 m jetty supporting the conveyor. Charted depth alongside is about 11 m. Vessels up to 220 m LOA and 9.0 m draught can berth at the Manganese Ore Terminal.

**Caution.** A wreck with least depth 6.9 m lies about 2 cables W of the berth.

- 3 **General Cargo Quay** (0°17'04N 9°30'15E), 455 m in length providing berths Nos 1, 2 and 3, numbered from E to W, with charted depths from 6.3 to 11.0 m alongside. Dolphins extend 150 m WNW, from the W end of the quay to form berth No 4.

- 4 **GSEZ Quay** (0°17'05N 9°30'40E). The quay comprises one multipurpose berth for a Panamax vessel, total length of 420 m. Reported dredged depth alongside the quay is 11 m (2018). A swinging area (0°16'87N 9°30'24E) with a radius of 200 m is located SW of the quay. Further development to extend the quay NE and create a second Panamax berth is in progress (2019).

Website. <http://gseznoip.com/index.php>

French Notice 02/09(P)/19

[NP2-No 12-Wk 06/19]

## Gabon - Cap Lopez — Anchorage

152

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

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

French Notice 43/168/19

[NP2-No 18-Wk 47/19]

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

159

After Paragraph 5.185 1 line 6 *Insert:*

## Dussafu Terminal

## General information

## 5.185a

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

**Port Authority.** BW Energy GabonWebsite. [www.bwoffshore.com/business/fleet-map/azurite/](http://www.bwoffshore.com/business/fleet-map/azurite/)

## Limiting conditions

## 5.185b

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

## Arrival information

## 5.185c

- 1 **Port operations.** Daylight mooring.  
**Waiting anchorage.** There is no designated anchorage for the terminal. In the event of a berthing delay, the decision to drift or to anchor is at the discretion of the Master. It should be noted that in areas of offshore oil and gas activity some submerged obstructions and wellheads may not be charted. See also 1.18.

- 2 **Pilotage** is compulsory and the pilot (along with the Loading Master, surveyor, government representative and Customs Official) boards three miles NE of the FPSO.

**Tugs** are available and its use is compulsory.**Restricted area.** Dussafu Terminal lies in a restricted area which encloses the FPSO and wells. Vessels must not enter the restricted area without the permission of the Port Authority.**Regulations.** Main engines must be kept on standby throughout the loading operation.

## Berth

## 5.185d

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

Correspondence - Alliance Marine Services

[NP2-No 10-Wk 34/18]

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

162

Paragraph 5.204 1 lines 8-9 *Replace by:***Pilotage** is compulsory. Pilot boards in position 4°25'70S 11°05'10E.

French Notice 43/170/20

[NP2-No 32-Wk 52/20]

## Angola - Malongo Terminal — Pilotage

171

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

Cabinda Gulf Oil Company

[NP2-No 5-Wk 48/17]

## Angola - Futila Terminal — Directions; buoyage

173

Paragraph 6.46 1 line 2 *For* 5°29'81S 12°10'03E *Read* 5°30'04S 12°10'12EParagraph 6.46 1 lines 3-4 *For* 5°29'56S 12°10'03E *Read* 5°29'76S 12°10'08EParagraph 6.46 1 line 6 *For* 4½ cables *Read* 2 cables

Cabinda Gulf Oil Company

[NP2-No 1-Wk 39/17]

## Angola - River Congo - Ponta Kimongoa — Directions; caution

185

After Paragraph 6.150 1 line 10 *Insert:*

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

Österreichischer Lloyd Seereederei (Cyprus) Ltd

[NP2-No 8-Wk 21/18]

## Angola - Kaombo Field — Restricted areas

193

Paragraph 7.36 2 *Replace by:*

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

- 3 **Prohibited area.** An entry prohibited area, radius 1½ miles, centred on 7°24'67S 11°14'47E lies within the above restricted area, marked by a light buoy (special).

BA Chart 307

[NP2-No 6-Wk 01/18]

# NP2

## Angola - Palanca Terminal — Pilotage

196

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

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

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

## Namibia - Walvis Bay — Limiting conditions; controlling depths

226

Paragraph 8.44 1 line 1 *Replace by:*

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

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

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

226

After Paragraph 8.50 1 line 4 *Insert:*

### Vessel traffic service 8.50a

- 1 A VTS scheme is in operation for the control of shipping in the approaches to Walvis Bay. The scheme is not IMO adopted.  
For further details, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

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

## Namibia - Walvis Bay — Wreck; barge

226

After Paragraph 8.51 1 line 3 *Insert:*

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

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

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

226

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

- 1 Designated anchorages are as follows:  
No 1 (22°49'·94S 14°30'·76E), deep-water anchorage and dangerous cargo;  
No 2 (22°51'·91S 14°31'·19E), for shallow draught vessels;

No 3 (22°53'·10S 14°28'·10E);  
No 4 (22°54'·18S 14°28'·22E), for small vessels. A stranded wreck (22°53'·99S 14°27'·10E) lies in the NW part of the anchorage.  
The holding is generally good on a mud bottom.

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

## Namibia - West coast - Walvis Bay — Pilotage

226

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

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

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

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

226

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

- 1 Pilotage is compulsory. The pilot boards about 5½ cables NW or WSW of the Fairway Light Buoy (safe water) (22°50'·58S 14°29'·22E).  
See *ADMIRALTY List of Radio Signals Volume 6(8)*.

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

### Traffic regulations 8.53

- 1 **Traffic separation scheme.** A TSS is established in the approaches to Walvis Bay. This scheme is not IMO-adopted. The principles for the use of the scheme defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

- 2 **Prohibited area.** A large marine farm, centred on 22°55'·30S 14°27'·00E, in which navigation is prohibited, occupies the SW part of the bay. The extremities of the restricted area are marked by light buoys (special).

**Prohibited anchorage.** Anchoring is prohibited within a radius of 7 cables of the Fairway Light Buoy.

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

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

226

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

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

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



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

226

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

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

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

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

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

226

Paragraph 8.55 1 including heading *Replace by:*

**Spare  
8.55**

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

**Namibia - Walvis Bay — Directions**

227

Paragraph 8.60 1-2 *Replace by:*

- 1 **Caution.** Because the extremity of Pelican Point is reported to be extending NE, vessels should not pass between Spit Light Buoy (22°51'55S 14°26'87E) and the point.

**Approach from south and west.** From a position about 1¼ miles NNW of Pelican Point Light (8.34), the track leads E in the inbound lane of the TSS to the vicinity of the Fairway Light Buoy (22°50'58S 14°29'22E) and the pilot boarding position.

- 2 **Approach from north and north-west.** From a position about 4½ miles NNE of Pelican Point Light the track leads SSE in the inbound lane of the TSS to the vicinity of the Fairway Light Buoy and the pilot boarding position.

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

**Oil Tanker Berth Channel  
8.61**

- 1 **Leading lights:**

Front light (round structure with red bands)  
(22°54'62S 14°31'63E).

Rear light (similar structure) (6 cables from front light).

From the vicinity of the Fairway Light Buoy (22°50'58S 14°29'22E), the alignment (151°) of these lights leads SSE for about 4¼ miles through the dredged channel, marked by light buoys (lateral), to the turning basin, and thence to the required berth.

Paragraph 8.62 including paragraph number *Replace by:*

**Main Harbour Channel  
8.62**

- 1 **Track.** From the vicinity of the Fairway Light Buoy (22°50'58S 14°29'22E), the track leads SSE for about 1½ miles to the channel bifurcation marked by a light buoy (preferred channel to starboard).

**Leading lights:**

Front light (warehouse) (22°57'09S 14°29'77E).

Rear light (framework tower) (3¾ cables from front light).

- 2 The alignment (183°) of the above lights, leads S, through the dredged channel, marked by light buoys (lateral), to the turning basin, and thence to the required berth.

**Useful mark:**

Radar tower (22°56'75S 14°30'10E).

Paragraph 8.63 including heading *Replace by:*

**Spare  
8.63**

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

**Namibia - West coast - Walvis Bay — Berths**

227

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

- 1 The container terminal (22°57'01S 14°29'17E), provides two berths with a maintained depth of 14.4 m alongside. A 250 m radius turning basin, maintained to 14.4 m, lies to the E of the berths.

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

- 1 The multipurpose terminal (22°57'23S 14°29'44E) provides eight berths with a length totalling 1500 m; maintained depths of 14 m (Nos 1 to 3) and 10.6 m (Nos 4 to 8). A dolphin jetty, about 350 m in length and with a maintained depth of 11 m, extends NNW from the SW end of Berth No 8. A 250 m radius turning basin, maintained to 14.4 m, fronts the NE part of the terminal.

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

**Namibia - Walvis Bay — Berths**

227

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

- 1 The multipurpose terminal (22°57'23S 14°29'44E) provides eight berths with a length totalling 1500 m; maintained depths of 14 m (Nos 1 to 3) and 10.6 m (Nos 4 to 8).

**Passenger terminal  
8.66a**

- 1 The passenger terminal comprises a dolphin jetty (Berth No 9), about 350 m in length and with a maintained depth of 11 m, extending NNW from the SW end of Berth No 8. A 250 m radius turning basin, maintained to 14.4 m, fronts the NE part of the jetty.

# NP2

## Oil Tanker Berths 8.66b

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

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

## Namibia - Walvis Bay — Directions; current meter

229

After Paragraph 8.79 1 line 3 *Insert*:

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

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

## Republic of South Africa - Saldanha Bay — Prohibited area

263

After Paragraph 9.130 2 line 8 *Insert*:

- 3 An area extending 2¼ cables E, 3 cables W and 2½ cables S from a submarine pipeline and Multi Buoy Mooring (MBM) (9.132). Anchoring, trawling and unauthorised navigation within 500 metres is prohibited.
- 4 **Fishing** is prohibited within much of the harbour area and its approaches.

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

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

263

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

## Hazards 9.132

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

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

## Republic of South Africa - Saldanha Bay — Directions

265

After Paragraph 9.138 2 line 6 *Insert*:

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

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

## Republic of South Africa - Saldanha Bay — Anchorage

266

Paragraph 9.143 4 lines 1–9 *Delete*

Paragraph 9.143 5 line 1 *Replace by*:

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

South African Notice 11/69(T)/19  
[NP2-No 24-Wk 03/20]

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

266

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

...enclosed area in the approach with dredged depths from 7·0 to 8·0 m. The quay and approaches are not maintained and depths of 5·6 m have been reported (2020).

South African Notice 3/39T/20 [NP2-No 30-Wk 19/20]

## NP3 Africa Pilot Volume 3 (2019 Edition)

### Somalia and Kenya — Piracy

3

Paragraph 1.18 *Replace by*:

- 1 The British Maritime and Coastguard Agency has brought to the attention of shipowners, masters and crews, the risk of acts of piracy on the high seas or armed robbery against ships at anchor, off ports or when underway through the territorial waters of certain coastal states.
- 2 The UKMTO (United Kingdom Maritime Trade Operations) has established a designated Voluntary Reporting Area (VRA) covering all the waters of Red Sea, Gulf of Oman, Arabian Sea and Indian Ocean S of Suez and Straits of Hormuz to 10°S and 78°E.

The High Risk Area (HRA) is an area within the UKMTO VRA where it is considered there is a higher risk of piracy and within which self-protective measures are most likely to be required. The high risk area is bounded by:

- 3 Parallel 15°N in the Red Sea.  
The territorial waters off the coast of E Africa at latitude 05°S. Then to positions:  
00°00'·00N 55°00'·00E.  
10°00'·00N 60°00'·00E.  
14°00'·00N 60°00'·00E.
- 4 The HRA does not infringe on the territorial waters of any state except for Somalia.  
For further information, see *The Mariner's Handbook*.

After Paragraph 1.18 Insert:

#### Recommended practices

##### 1.18a

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

#### Reporting

##### 1.18b

- 1 Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of the current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website [www.icc-ccs.org](http://www.icc-ccs.org).
- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially to:

IMB Piracy Reporting Centre

Tel: +60 3 2078 5763 / +60 3 2031 0014

E-mail: [imbkl@icc-css.org](mailto:imbkl@icc-css.org) / [piracy@icc-css.org](mailto:piracy@icc-css.org)

For further information, see *ADMIRALTY List of Radio Signals Volume 1* and *The Mariner's Handbook*.

GB Chart Q6099

[NP3-No 4-Wk 20/19]

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

75

After Paragraph 2.9 2 line 4 Insert:

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

ENC ZA300060 (4.000)

[NP3-No 26-Wk 33/20]

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

95

Paragraph 2.127 1 line(s) 3 For charted depth 11·0 m Read least depth 10·5 m

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

#### South Africa - Algoa Bay - Port of Ngqura — Pilotage

95

Paragraph 2.133 1 lines 4-7 Replace by:

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

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

#### Mozambique - Maputo — Pilotage

156

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

GB Chart 644/19

[NP3-No 9-Wk 43/19]

#### Mozambique - Maputo — Pilotage

156

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

For vessels with a draught of 11·5 m or more, and all tankers of any draught, inbound or outbound, pilotage is compulsory in Canal...

Maputo Port Harbour Master

[NP3-No 22-Wk 19/20]

#### Mozambique - Beira — Limiting conditions; controlling depth

165

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

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

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

#### Mozambique - Beira — Limiting conditions; maximum size of vessel handled

166

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

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

# NP3

## Mozambique - Beira — Anchorages

166

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

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

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

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

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

Port of Beira [NP3-No 5-Wk 41/19]

## Mozambique - Beira — Arrival information; pilotage

166

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

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

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

## Mozambique - Beira — Directions; shoals

167

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

SE of an 8·5 m (28 ft) patch (20°04'·68S 35°18'·25E); a 10 m patch lies 1¼ miles NW. Thence:

SE of an 8·2 m (27 ft) patch (20°00'·69S 35°12'·80E), and:

NE of a 4·2 m (14 ft) patch (20°03'·28S 35°09'·87E), giving it a berth of at least 2½ miles; a patch of similar depths lies close W.

ENCs GB401003 and GB302934 [NP3-No 6-Wk 41/19]

## Mozambique - Beira — Directions; approach

167

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

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

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

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

167

After Paragraph 5.128 2 line 8 *Insert:*

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

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

## Mozambique - Quelimane — Pilotage

171

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

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

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

Mozambique Chart MZ16402/17 [NP3-No 27-Wk 33/20]

## Mozambique - Quelimane — Directions

172

Paragraph 5.164 1-7 *Replace by:*

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

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

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

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

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

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

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

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

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

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

Thence the track continues generally N, passing: W of Ilha Rambe (17°56'·58S 36°54'·14E), thence: E of Ilha do Governador (17°54'·11S 36°53'·82E), low and covered with mangroves.

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

Mozambique Chart MZ16402/17 [NP3-No 28-Wk 33/20]



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

183

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

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

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

Paragraph 6.37 2 line 7 *For* 155.5° *Read* 154.4°

Mozambique Chart 16205/19 [NP3-No 19-Wk 02/20]

**Mozambique - Pemba — Berth; shoals**

188

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

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

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

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

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

**Tanzania - Pangani Bay to Tanga — Light**

239

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

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

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

**Tanzania - Pangani Bay to Tanga — Directions**

240

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

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

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

**Tanzania - Tanga — Pilotage**

241

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

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

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

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

242

Paragraph 9.29 3-5 *Replace by:*

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

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

**Tanzania - Tanga - Tanga Bay — Directions**

242

Paragraph 9.30 1-4 *Replace by:*

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

Thence as required for anchorage in Tanga Bay.

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

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

242-243

Paragraph 9.31 1-5 *Replace by:*

- 1 **Caution.** The leading lights exhibited from the E extremity of Toten Island (9.14) and throughout the inner harbour are close together and also serve as anchorage leads.

# NP3

## Toten Island Leading Lights:

Front light (white concrete tower) (5°03'·27S 39°06'·63E).

Rear light (similar structure) (75 m from front light).

- 2 From a position in Tanga Bay about 3½ cables SW of Kwawa Reef (9.30), the alignment (235°) of these lights leads SW to a position NNW of Ras Kazone (9.30). A shoal area and drying reef extend NNW of Raz Kazone, marked by a light buoy.

## Tanga Inner Harbour Leading Lights:

Front light (white concrete pillar, 8 m in height) (5°03'·73S 39°06'·79E).

Rear light (similar structure, 6 m in height) (67 m from front light).

- 3 The alignment (204°) of these lights leads SSW, passing:

WNW of Ras Kazone, thence:

ESE of a drying reef extending E of the E extremity of Toten Island, marked by a light buoy, thence:

## Kissosora Leading Lights:

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

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

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

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

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

## Useful marks:

Tower (5°03'·73S 39°07'·28E).

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

Tanzania Ports Authority [NP3-No 15-Wk 49/19]

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

243

After Paragraph 9.31 5 line 8 *Insert*:

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

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

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

## Ras Kazone Leading Lights:

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

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

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

S of Ulenge Reefs (9.30), thence:

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

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

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

Tanzania Ports Authority [NP3-No 16-Wk 49/19]

## Tanzania - Tanga - Tanga Bay — Anchorages 243

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

## Anchorages and moorings

### 9.32

1 CBM (oil), 5 cables E of Ras Kazone (9.30).

CBM (LPG), close E of Toten Island South Light (9.31).

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

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

GB Chart 663; Indian Chart 2693; ENC GB50663A  
[NP3-No 17-Wk 49/19]

## Tanzania - Tanga to Moa Bay — Directions; light 243

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

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

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

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

Tanzania Ports Authority [NP3-No 18-Wk 49/19]

## Kenya - Lamu - Manda Bay — Pilotage 272

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

...and over. See 10.95.

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

## Kenya - Lamu - Manda Bay — Pilotage 274

Paragraph 10.95 4 line 7 *Replace by*:

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

Paragraph 10.95 6 *Replace by*:

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

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

## NP4 South-East Alaska Pilot (2015 Edition)

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

146

Paragraph 5.27 1 lines 6–7 *Delete*After Paragraph 5.28 2 line 9 *Insert:*

Cape Decision Light (7.19).

US Notice 38/50/19

[NP4-No 3-Wk 43/19]

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

150

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

US Notice 38/50/19

[NP4-No 4-Wk 43/19]

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

168

Paragraph 6.14 2 line 5 *Delete*

US Notice 38/17360/19

[NP4-No 5-Wk 43/19]

**Kake - Security Bay — Patch**

169

After Paragraph 6.22 6 line 5 *Insert:*

A 1.2 m (4 ft) patch (56°50'48N 134°20'33W) lies SSE of this patch.

US Notice 35/17368/17

[NP4-No 2-Wk 41/17]

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

172

Paragraph 6.37 1 lines 6–10 *Delete*Five Finger Light photograph caption *For* (6.37) *Read* (6.70)

US Notice 38/17360/19

[NP4-No 6-Wk 43/19]

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

173

After Paragraph 6.38 4 line 8 *Insert:*

Five Finger Light (6.70).

US Notice 38/17360/19

[NP4-No 7-Wk 43/19]

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

175

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

US Notice 38/17360/19

[NP4-No 8-Wk 43/19]

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

177

Paragraph 6.67 1 lines 5–6 *Delete*

US Notice 38/17360/19

[NP4-No 9-Wk 43/19]

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

178

After Paragraph 6.69 4 line 6 *Insert:*

Five Finger Light (6.70).

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

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

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

US Notice 38/17360/19

[NP4-No 10-Wk 43/19]

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

182

Paragraph 6.89 5 line 7 *Delete*

US Notice 38/17360/19

[NP4-No 11-Wk 43/19]

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

197

Paragraph 7.15 2 lines 1–4 *Delete*Cape Decision Light photograph caption *For* (7.15) *Read* (7.19)

US Notice 38/50/19

[NP4-No 12-Wk 43/19]

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

198

After Paragraph 7.17 1 line 11 *Insert:*

Cape Decision Light (7.19).

Paragraph 7.19 1 line 4 *Replace by:*

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

US Notice 38/50/19

[NP4-No 13-Wk 43/19]

# NP4

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

224

Paragraph 8.13 1 lines 3–6 *Delete*

US Notice 38/50/19

[NP4-No 14-Wk 43/19]

## Alaska - Cross Sound - Cape Spencer — Light

257

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

US Notice 3/17302/20

[NP4-No 15-Wk 08/20]

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

257

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

### 1 Landmarks:

Cape Spencer (9.69).  
Horn Mountain (10.14).

US Notice 3/17302/20

[NP4-No 16-Wk 08/20]

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

258

Paragraph 9.45 3 line 2 *Replace by:*

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

US Notice 3/17302/20

[NP4-No 17-Wk 08/20]

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

260

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

US Notice 3/17302/20

[NP4-No 18-Wk 08/20]

## Alaska - Cross Sound - Cape Spencer — Light

261

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

US Notice 3/17302/20

[NP4-No 19-Wk 08/20]

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

262

Paragraph 9.68 1 lines 4–7 *Delete*

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

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

US Notice 3/17302/20

[NP4-No 20-Wk 08/20]

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

263

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

US Notice 3/17302/20

[NP4-No 21-Wk 08/20]

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

264

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

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

US Notice 3/17302/20

[NP4-No 22-Wk 08/20]

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

278

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

Paragraph 10.17 1 lines 6–7 *Delete*

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

US Notice 3/17302/20

[NP4-No 23-Wk 08/20]

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

365

After Paragraph 12.212 1 line 3 *Insert:*

### V-AIS:

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

US Notice 45/16660/15

[NP4-No 1-Wk 47/15]

## NP5 South America Pilot Volume 1 (2017 Edition)

### Brazil — Regulations; Extractive Reserves

6

After Paragraph 1.49 *Insert:*

### Extractive Reserves

#### 1.49a

Extractive Reserves have been established by  
Brazilian Federal Decree at many places along the  
coast. Exploitation of mineral resources and amateur  
or professional hunting are prohibited. Predatory  
fishing is prohibited and sport fishing is only permitted  
with authorisation by the responsible authority within  
the Extractive Reserve. The chart is the best guide to  
locations.

Brazilian Notice 9/N46/18

[NP5-No 47-Wk 24/18]



**Brazil - South coast - Porto de Santos —  
Marine exploration**

71

After Paragraph 2.3 1 line 9 *Insert*:

- 2 A large ship to ship transfer area is established offshore, about 65 miles S of Porto de Santos (8.18). Mariners should be aware that vessels engaged in transfer operations will be unable to manoeuvre.

Brazilian Notice 20/144/18 [NP5-No 67-Wk 48/18]

**Brazil - Penedos de São Pedro e São Paulo —  
Environmental Protection Area**

71

After Paragraph 2.8 2 line 6 *Insert*:

**Environmental Protection Area.** Fishing restrictions apply in an Environmental Protection Area established around Penedos de São Pedro e São Paulo.

Fishing is prohibited within the Natural Monument of São Pedro and São Paulo Archipelago, which lies within the Environmental Protection Area. For further information contact the local authorities.

Brazilian Notice 5/52/19 [NP5-No 84-Wk 15/19]

**Brazil - Vitória-Trindade Seamount Chain —  
Environmental Protection Areas**

73

After Paragraph 2.21 2 line 8 *Insert*:

**Environmental Protection Areas  
2.21a**

- 1 An Environmental Protection Area is established around Ilha da Trindade (2.26), Ilhas Martin Vaz (2.22) and Columbia Seamount (2.21). Fishing restrictions apply.

Fishing is prohibited within the Natural Monument of Ilha da Trindade, Ilhas Martin Vaz and Columbia Seamount, which lie within the Environmental Protection Area. For further information contact local authorities.

Brazilian Notice 5/53/19 [NP5-No 85-Wk 15/19]

**Brazil - North coast - Cabo Orange —  
Directions; light**

78

Paragraph 3.16 1 including heading *Replace by*:

**Spare  
3.16**

Brazilian Notice 15/157(P)/19 [NP5-No 92-Wk 40/19]

**Brazil - Rio Amazonas — Regulations**

81

Paragraph 3.40 1 lines 1-2 *Replace by*:

- 1 **Ship reporting systems.** The SISTRAM reporting system is mandatory within Brazilian territorial waters; see 1.36.

**Ballast water management.** Special regulations apply to ports of the Amazon basin; see 1.48.

Correspondence [NP5-No 14-Wk 48/17]

**Brazil - North-east coast -  
Approaches to Rio Amazonas -  
Banco do Meio — Directions; wreck**

83

Paragraph 3.53 2 line(s) 5-7 *Replace by*:

NW of Banco do Meio (1°00'·67N 49°38'·00W). Nos 2 and 4 Light Buoys (port hand) and a dangerous wreck (1°01'·78N 49°38'·93W), position approximate, are situated NW of the bank. Thence:

Brazilian Notice 24/236; 241(P)/19; ENC BR400221  
[NP5-No 105-Wk 05/20]

**Brazil - Porto de Santana — Berths; anchorage**

88

Paragraph 3.75 1 line 4 *Replace by*:

...51°06'·56W. An anchorage in vicinity of 0°05'·50S 51°06'·70W is designated for vessels carrying or transferring inflammable cargoes. These areas may change due to shifting...

Brazil Notice 16/107/17 [NP5-No 8-Wk 41/17]

**Brazil - North coast -  
East of Ilha Do Oiapoque — Directions**

88

Paragraph 3.81 2 line 4 *Replace by*:

NW extremity of Ilha do Pará, and;  
SE of a shoal patch with a least depth of 2·5 m lying 5 cables E of Ilha Do Oiapoque, thence:

Brazil Notice 21/120(P)/17 [NP5-No 21-Wk 50/17]

**Brazil - North coast - Rio Pará -  
Ilha dos Guarás — Directions; light**

93

Paragraph 3.127 2 lines 1-3 *Delete*

Brazilian Notice 12/87(P)/18 [NP5-No 55-Wk 31/18]

**Brazil - North coast - Rio Pará -  
Ponta Taipu — Directions; light**

93

Paragraph 3.127 3 lines 1-3 *Delete*

Brazilian Notice 3/I 32(P)/19 [NP5-No 79-Wk 11/19]

# NP5

## Brazil - Rio Pará - Canal do Espadarte — Directions; depths

93

Paragraph 3.130 1 line 13 *Replace by:*

...over it. Thence:

SE of a patch (0°29'·73S 48°01'·13W), with a least reported depth of 6·1 m and marked by a light buoy (lateral).

Brazilian Notice 20/143(P)/17, 20/146(P)/17

[NP5-No 15-Wk 48/17]

## Brazil - Rio Pará - Canal do Espadarte — Directions; depth

93

Paragraph 3.130 1 line 13 including Existing Section IV Notice Week 48/17 *Replace by:*

...over it. Thence:

SE of a patch (0°29'·73S 48°01'·13W), with a least reported depth of 5·4 m and marked by a light buoy (starboard hand).

Brazilian Notice 11/113/19

[NP5-No 88-Wk 29/19]

## Brazil - North coast - Rio Pará - Ponta Taipu — Directions; light

93

Paragraph 3.130 3 lines 5-6 *Replace by:*

NW of Ponta Taipu (0°39'·71S 48°02'·63W).

Brazilian Notice 3/I 32(P)/19

[NP5-No 80-Wk 11/19]

## Brazil - Rio Pará — Directions; wreck

94

After Paragraph 3.131 2 line 12 *Insert:*

NW of a dangerous wreck (0°52'·55S 48°19'·57W),  
thence:

HYDROLANT 3998/19

[NP5-No 104-Wk 05/20]

## Brazil - North coast - Rio Pará - Salinópolis to Chapéu Virado — Directions

94

Paragraph 3.136 1 line 8 *Replace by:*

...extending towards the NE.

Paragraph 3.136 2 lines 1-6 *Replace by:*

- 2 The track then continues WSW, passing:  
NNW of No 4 Light Buoy (port hand) (0°23'·00S 48°06'·50W), moored off the N edge of Banco São João (0°25'·05S 48°06'·30W), thence:  
NNW of a dangerous wreck (0°23'·00S 48°08'·00W).  
The track then continues WSW for about 4½ miles to a position NNW of No 6 Light Buoy (port hand) (0°25'·50S 48°11'·52W).

Brazil Notice 24/169/17

[NP5-No 35-Wk 05/18]

## Brazil - North coast - Porto de Belém — Directions; wreck

96

After Paragraph 3.163 3 line 4 *Insert:*

ESE of a dangerous wreck (1°16'·63S 48°30'·67W),  
lying close SE of Ilha Jutuba, thence:

Brazilian Notice 3/I 33/19

[NP5-No 81-Wk 11/19]

## Brazil - Belém - Ilha do Mosqueiro — Directions; shoal depth

97

Paragraph 3.163 2 line 11 *Replace by:*

...exhibited, and:

WNW of a shoal (1°13'·29S 48°28'·64W), depth  
4·8 m, thence:

Brazilian Notice 5/25(P)/18

[NP5-No 46-Wk 22/18]

## Brazil - Rio Pará - Baía de Marajó — Directions; wreck

99

After Paragraph 3.180 3 line 8 *Insert:*

NW of a dangerous wreck (1°24'·69S 48°41'·95W),  
thence;

Brazil Notice 22/161/17

[NP5-No 28-Wk 01/18]

## Brazil - North coast - Rio Pará - Porto de Vila do Conde — Directions; buoy

99

Paragraph 3.181 1 lines 6-8 *Replace by:*

...a drying sandbank, thence:

Brazilian Notice 24/184(P)/18

[NP5-No 70-Wk 05/19]

## Brazil - Rio Pará - Porto de Vila do Conde — Directions; wreck

101

After Paragraph 3.193 1 line 7 *Insert:*

Clear of a dangerous wreck (1°24'·69S 48°41'·95W), thence:

Brazil Notice 22/161/17

[NP5-No 29-Wk 01/18]

## Brazil - River Amazon - Ilha das Garças — Directions; depths

109-110

Paragraph 3.239 3 line 9 and 4 lines 1-9 *Replace by:*

...57°31'·20W, thence the track favours the N bank  
of the river, passing:

- 4 NW of Ilha das Garças (2°35'·41S 57°38'·08W);  
a shoal area extends NNW from the island.  
Thence:

SE of Capela Light (white diamond on white metal  
post, 10 m in height) (2°35'·37S 57°40'·02W),  
clear of the shoal area extending SSE from Ilha  
das Garças, in mid-stream, thence the track  
crosses to the S bank of the river, passing:

NW of Porto Equador Light (white diamond on metal  
framework tower, 10 m in height) (2°43'·00S 57°42'·41W)

Thence to a position off Vila de Urucurituba (3.250).

Brazilian Notice 20/144(P)/17

[NP5-No 16-Wk 48/17]

**Brazil – Rio Amazonas – Vila de Urucurituba to  
Ponta Autaz — Directions; wreck**

112

After Paragraph 3.252 1 line 10 *Insert*:

Clear of a dangerous wreck (02°50'·20S  
58°05'·24W), thence:

Brazilian Notice 11/I 65(P)/20 [NP5-No 111-Wk 31/20]

**Brazil – Rio Negro – Porto de Manaus —  
Vertical clearance**

115

After Paragraph 3.263 1 line 2 *Insert*:

**Vertical clearance  
3.263a**

- 1 A fixed bridge (3°07'·16S 60°04'·72W) with a vertical clearance of 55 m spans Rio Negro NE from Camarao Island (3°08'·52S 60°05'·09W).

ENC BR54023A [NP5-No 17-Wk 48/17]

**Brazil – Rio Negro –  
Porto de Manaus — Anchorages**

115

Paragraph 3.265 1 lines 1–8 *Replace by*:

- 1 The anchorage areas are SW and SE of the city, clear of the mooring buoys, in depths from 14·3 to 34 m, mud and sand. The current in this vicinity averages 2 kn.

**Anchorage No 1** (3°07'·57S 60°03'·42W); general cargo ships waiting to berth.

**Anchorage No 2** (3°08'·13S 60°04'·06W); outer quarantine, customs and maritime police inspection anchorage.

- 2 **Anchorage No 3** (3°08'·74S 60°02'·22W); general cargo vessels waiting to dock.

**Anchorage No 4** (3°10'·52S 59°59'·57W); general cargo vessels waiting to dock.

**Anchorage No 5** (3°09'·54S 59°56'·34W); vessels waiting to berth at the oil terminal (3.273)

Brazilian Notice 20/148/17 [NP5-No 18-Wk 48/17]

**Brazil – Porto de Manaus —  
Anchorages; traffic regulations**

115

Paragraph 3.265 including Existing Section IV Notice Week 48/17 *Replace by*:

- 1 The anchorage areas are SW and SE of the city, clear of the mooring buoys, in depths from 14·3 to 34 m, mud and sand. The current in this vicinity averages 2 kn.

**Aguada anchorage berth** (3°06'·93S 60°05'·23W).

**Anchorage No 1** (3°07'·57S 60°03'·42W); general cargo ships waiting to berth.

**Anchorage No 2** (3°08'·13S 60°04'·06W); outer quarantine, customs and maritime police inspection anchorage.

- 2 **Anchorage No 3** (3°08'·74S 60°02'·22W); general cargo vessels waiting to dock.

**Anchorage No 4** (3°10'·52S 59°59'·57W); general cargo vessels waiting to dock.

**Anchorage No 5** (3°09'·54S 59°56'·34W); vessels waiting to berth at the oil terminal (3.274).

After Paragraph 3.266 *Insert*:

**Traffic regulations**

**3.266a**

- 1 **Prohibited area.** Anchoring is prohibited in the vicinity of the two large pontoon berths (3°08'·26S 60°01'·72W) (3.274).

Brazilian Notice 9/101/19 [NP5-No 87-Wk 25/19]

**Brazil – Rio Negro – Porto de Manaus — Bridge**

116

Paragraph 3.268 1 lines 9–12 *Delete*

ENC BR54023A [NP5-No 19-Wk 48/17]

**Brazil – North coast –  
Cabo Gurupi — Directions; wreck**

125

Paragraph 4.20 2 line(s) 4–6 *Replace by*:

NNE of Cabo Gurupi (0°54'·27S 46°11'·53W), from which a light (4.18) is exhibited, and clear of a dangerous wreck (0°31'·00S 46°05'·00W). Cabo Gurupi is the NE point of Ilha Apeú (0°57'·48S 46°14'·57W).

Brazilian Notice 4/43/19 [NP5-No 82-Wk 14/19]

**Brazil – North coast –  
Cabo Gurupi — Directions; wreck**

125

Paragraph 4.28 1 line(s) 1–2 *Replace by*:

- 1 From a position NNE of Cabo Gurupi, clear of a dangerous wreck (0°31'·00S 46°05'·00W), the track leads ESE, passing:

Brazilian Notice 4/43/19 [NP5-No 83-Wk 14/19]

**Brazil – North coast – Cabo Gurupi to  
Ilhas de São João — Directions; wreck**

125

After Paragraph 4.28 2 line 5 *Insert*:

Clear of a dangerous wreck (1°02'·30S 45°23'·20W), thence:

ENC BR321500 [NP5-No 54-Wk 30/18]

# NP5

## Brazil – North coast – Ilha Mangunça — Directions; light

126

Paragraph 4.36 1 lines 3–4 *Delete*

Brazilian Notice 11/76(P)/18 [NP5-No 53-Wk 29/18]

## Brazil – North coast – Baía de São Marcos - Ilha do Medo — Directions; light

127

Paragraph 4.47 2 lines 7–9 *Delete*

Brazilian Notice 1/19 N62(P)/18  
[NP5-No 71-Wk 07/19]

## Brazil – North coast – Baía de São Marcos - Ilha do Medo — Directions; light

128

Paragraph 4.60 1 lines 8–9 *Delete*

Brazilian Notice 1/19 N62(P)/18  
[NP5-No 72-Wk 07/19]

## Brazil – Baía de São Marcos - Terminal da Ponta da Madeira — Berth

129

Paragraph 4.61 1 line 7 *Replace by:*

...is 500 m with a minimum depth of 23 m.

Paragraph 4.61 2 line 3 *For* 508 m *Read* 980 m

Paragraph 4.61 2 line 4 *For* 23 m *Read* 21 m

Brazilian Notice 8/65/17 [NP5-No 1-Wk 23/17]

## Brazil – North coast – Baía de São Marcos - Ilha do Medo — Directions; light

129

Paragraph 4.67 1 lines 8–9 *Delete*

Brazilian Notice 1/19 N62(P)/18  
[NP5-No 73-Wk 07/19]

## Brazil – North coast – Baía de São Marcos - Ilha do Medo — Directions; light

130

Paragraph 4.74 1 lines 8–9 *Delete*

Brazilian Notice 1/19 N62(P)/18  
[NP5-No 74-Wk 07/19]

## Brazil – North coast – Approaches to Rio das Preguiças - Barra das Preguiças — Directions; wreck

133

Paragraph 4.103 2 line(s) 8 *Replace by:*

...das Preguiças Light (4.89) stands WSW of the point. A dangerous wreck (2°30'·80S 42°45'·90W) lies 3 miles NW of the river mouth.

Brazilian Notice 5/29/20 [NP5-No 107-Wk 17/20]

## Brazil – Pecém Terminal — Anchorages; berths

137

Paragraph 4.143 1 line 3 *For* 3°28'·50N 38°46'·50W *Read* 3°28'·50S 38°46'·50W

Paragraph 4.143 1 line 4 *For* 3°29'·50N 38°46'·50W *Read* 3°29'·50S 38°46'·50W

Paragraph 4.143 1 line 5 *For* 3°31'·80N 38°46'·80W *Read* 3°31'·80S 38°46'·80W

Paragraph 4.146 1 lines 6–12 *Replace by:*

**Pier 2** projects about 400 m NW; POL is handled on each side; LNG transshipment. Vessels up to 310 m and 175 000 dwt are handled.

**Pier 3** projects about 1580 m NW alongside the inner side of the NW arm of the breakwater; general and solid cargo. Vessels up to 330 m and 140 000 dwt are handled.

Brazilian Chart 705/17 [NP5-No 20-Wk 50/17]

## Brazil – North coast - Porto de Mucuripe — Wreck

137

Paragraph 4.150 1 lines 4–5 *Replace by:*

...draught more than 7 m. A stranded wreck (3°41'·97S 38°30'·38W), marked by a light buoy (isolated danger), lies in the SSW part of the anchorage. A dangerous wreck (3°42'·00S 38°31'·16W) lies WSW.

Brazilian Notice 1/19 N18(T)/16  
[NP5-No 75-Wk 07/19]

## Brazil – North coast - Approaches to Fortaleza — Directions; wreck

141

*After* Paragraph 4.171 2 line 13 *Insert:*

Clear of a dangerous wreck (3°49'·70S 37°50'·50W), thence:

Brazilian Notice 1/19 N149(T)/15  
[NP5-No 76-Wk 07/19]



**Brazil - East coast - South of Recife —  
Directions; wreck**

162

After Paragraph 5.101 2 line 7 *Insert*:

Clear of a dangerous wreck (8°13'37S 34°51'93W),  
thence:

Brazilian Notice 10/E66/18 [NP5-No 51-Wk 27/18]

**Brazil - East coast - Porto de Recife to  
Porto de Pedras — Directions; wrecks**

162

Paragraph 5.102 4 line 1 *Replace by*:

- 4 The track then continues SSW, passing:  
Clear of a dangerous wreck (8°38'49S 35°00'81W),  
thence:  
ESE of Ponta Tamandaré (8°45'40S...

Paragraph 5.103 1 line 1 *Replace by*:

- 1 ESE of a dangerous wreck (8°47'40S  
35°03'60W), thence:  
ESE of the reefs off Ponta das Ilhetas (8°47'36S...

Brazilian Notice 20/E213/19; ENC BR322200 (3.006)  
[NP5-No 99-Wk 49/19]

**Brazil - East coast -  
Puerto de Suape — Anchorages**

163

Paragraph 5.107 2 line(s) 1-3 *Replace by*:

- 2 **Outer anchorages.** There are three charted  
anchorages E of the breakwater:  
Anchorage No 1 for vessels with a maximum draught  
of 14.4 m;  
Anchorage No 2 for vessels with maximum draughts  
from 14.5 to 17.3 m;  
Anchorage No 3 for vessels in quarantine with a  
maximum draught of 17.3 m.

Brazilian Notice 22/Section IV.3 E Coast SD Edt.13/19  
[NP5-No 102-Wk 02/20]

**Brazil - East coast - Aracaju -  
Sergipe Terminal — Pilotage**

171

Paragraph 5.157 2 line 7 *For* 10°51'00S 36°54'00W *Read*  
10°53'28S 36°51'90W

Brazilian Notice 22/E161/18 [NP5-No 68-Wk 01/19]

**Brazil - Aracaju -  
Sergipe Terminal — Anchorage**

171

Paragraph 5.157 2 lines 11-12 *Replace by*:

**Anchorage area** is centred on 10°53'50S  
36°54'75W, with depths from 15 to 22 m.

Brazilian Notice 16/E111/18 [NP5-No 62-Wk 39/18]

**Brazil - East coast -  
Salvador — Anchorages; pilotage**

175

Paragraph 5.186 1 lines 3-17 *Replace by*:

No	Position	Remarks
1	12°56'00S 38°32'00W	Draught less than 10 m; awaiting refuelling, inspection, embarkation or disembarkation of crew.
2	12°57'90S 38°32'66W	Draught less than 10 m.
3	12°57'53S 38°34'40W	Draught greater than 10 m; awaiting refuelling, inspection, embarkation or disembarkation of crew.
4	12°55'03S 38°35'82W	Quarantine anchorage.
5	13°02'17S 38°36'76W	Anchorage for vessels awaiting vacancy within Baía de Todos os Santos.

Paragraph 5.187 1 line 4 *For* 12°59'01S 38°32'99W *Read*  
13°00'77S 38°33'74W

Brazilian Notice 14/E 103/18 [NP5-No 58-Wk 36/18]

**Brazil - East coast - Porto de Salvador —  
Anchorages**

175

Paragraph 5.186 1 lines 3-17 including existing Section IV  
Week 36/18 *Replace by*:

No	Position	Remarks
1	12°56'00S 38°32'00W	Draught less than 10 m; awaiting refuelling, inspection, embarkation or disembarkation of crew.
2	12°57'90S 38°32'66W	Draught less than 10 m.
3	12°57'53S 38°34'40W	Draught greater than 10 m; awaiting refuelling, inspection, embarkation or disembarkation of crew.
4	12°55'03S 38°35'82W	Quarantine anchorage.
5	13°02'17S 38°36'76W	Anchorage for vessels awaiting vacancy within Baía de Todos os Santos.
6	12°54'47S 38°36'32W	Anchorage for vessels awaiting berthing at Bahia Regasification Terminal (TRBA)
7	12°58'66S 38°32'04W	Anchorage for recreational vessels over 60 m.

Brazilian Notice 15/107/18 [NP5-No 59-Wk 38/18]

# NP5

## Brazil - East coast - Porto de Ilhéus — Controlling depths

188

Paragraph 6.27 1 lines 1–3 *Replace by:*

- 1 **Controlling depth.** In Porto de Ilhéus the least depth in the turning basin is 9.3 m, and alongside the quay 9.0 m. The use of the turning basin is restricted to vessels with a draught less than 8.5 m.

BA Chart 551/18; [www.codeba.com.br](http://www.codeba.com.br)

[NP5-No 57-Wk 31/18]

## Brazil - Barra do Riacho — Anchorage

199

After Paragraph 6.105 2 line 4 *Insert:*

No 4 anchorage area, centred on position 19°53'06S 39°58'88W, for vessels berthing at Jurong Aracruz Shipyard.

Brazil Notice 7/36/18

[NP5-No 44-Wk 20/18]

## Brazil – Terminal de Barra do Riacho — Prohibited anchorage; harbour

199

Paragraph 6.105 2 lines 5–7 *Replace by:*

**Prohibited anchorage area**, in which anchoring and fishing are prohibited extends 1 mile N, E and S from the elbow of the S mole. It covers two submarine pipelines, the port approach and the entrance to the harbour close S.

Paragraph 6.106 1 lines 6–9 *Replace by:*

A jetty for gas carriers lies in the NW part.

Paragraph 6.106 2 lines 3–6 *Replace by:*

...by two breakwaters (lit). The entrance, about 290 m wide is open to the NE. A quay, orientated NE/SW...

Brazilian Chart 1420/17

[NP5-No 33-Wk 01/18]

## Brazil – Terminal de Barra do Riacho — Berths

200

After Paragraph 6.108 1 line 6 *Insert:*

A jetty extends about 300 m ESE from the NW shore, with a berth on each side for gas carriers. The basin in the N of the harbour, with a depth of 6.0 m, is used by barges.

Brazilian Chart 1420/17

[NP5-No 34-Wk 01/18]

## Brazil - East coast - South-south-west of Rio Doce - Regência — Wreck

200

After Paragraph 6.113 3 line 7 *Insert:*

**Caution.** A dangerous wreck lies about 3 cables SSE of the berth in position 19°41'50S 39°49'80W.

Brazilian Notice 7/E78(P)/19

[NP5-No 86-Wk 21/19]

## Brazil - Porto de Vitória — Vessel traffic service

201

Paragraph 6.119 1 lines 1–4 *Replace by:*

- 1 Vitória VTS, consisting of an outer zone and an internal zone is in operation. Vessels in the Vitória-Tubarão area are required to report to Vitória VTS at the following times and positions:

One hour before arrival at the VTS area;

When entering the Vitória VTS area;

When passing any of the reporting waypoints established in the VTS area;

- 2 On arrival and departure from a berth or anchorage, or when shifting berth;

Any incidents or accidents.

Portuguese or English must be used in VHF communications.

Porto de Vitoria-Procedure to Mariners 06/2017

[NP5-No 26-Wk 01/18]

## Brazil - Porto de Vitória — Vessel traffic service

202

After Paragraph 6.127 1 line 8 *Insert:*

**Vessel traffic service.** Vitória VTS is in operation; see 6.119.

Porto de Vitoria-Procedure to Mariners 06/2017

[NP5-No 27-Wk 01/18]

## Brazil - East coast - Guaxindiba — Directions; lights

209

Paragraph 6.174 2 lines 1–3 *Delete*

Brazilian Notice 19/E138/17

[NP5-No 12-Wk 46/17]

## Brazil - East coast - Approaches to Porto do Açú — Danger area

210

After Paragraph 6.180 1 line 9 *Insert:*

A danger area, centred on 21°52'67S 40°49'90W, exists in the approaches to Açú, where depths are less than charted.

Brazilian Notice 12/E90(P)/18

[NP5-No 56-Wk 31/18]

## Brazil - Porto do Açú — Directions; light beacons; buoys

211

Paragraph 6.183 1 line 8 *Replace by:*

...the track leads W, then WNW, towards the Terminal T1...

Paragraph 6.183 1 lines 10–12 *Replace by:*

Between T1 Light Beacon No 1 (starboard hand) (21°50'13S 40°47'78W) and T1 Light Beacon No 2 (port hand) (21°50'28S 40°47'80W).

Paragraph 6.183 2 lines 6–9 *Replace by:*

...the track leads WSW, passing:  
SSE of T1 Light Beacon No 2 (port hand)  
(21°50'·28S 40°47'·80W).

Paragraph 6.183 3 line 1 *For NW Read WNW*

*After Paragraph 6.183 3 line 2 Insert:*

Through the Terminal T2 pilot boarding position  
(6.181), thence:

Paragraph 6.183 3 lines 3–4 *Replace by:*

Between T2 Light Beacon No 1 (starboard hand)  
(21°49'·08W 40°56'·60W) and T2 Light Beacon...

Paragraph 6.183 4 lines 1–2 *Replace by:*

- 4 The track then leads through a channel marked by light buoys (lateral) to the berths and facilities that lie on the...

Brazilian Notice 9/E52/18 [NP5-No 48-Wk 24/18]

**Brazil - Cabo Búzios -  
Enseada de Búzios — Anchorage**

214

*After Paragraph 6.202 6 line 5 Insert:*

Anchorage may also be obtained in a depth of about 15 m as follows:

- A. 22°44'·60S 41°53'·40W.  
B. 22°44'·53S 41°53'·95W.

Brazilian Notice 18/126/17 [NP5-No 13-Wk 46/17]

**Brazil - East coast -  
Baía de Guanabara — Wreck**

219

Paragraph 7.19 including heading *Replace by:*

**Ilha Rasa, Ilha do Pai and Ilha da Mãe  
7.19**

- 1 Anchorages exist at the following positions:

<i>Anchorage</i>	<i>Centred</i>
No 13 (waiting)	23°01'·97S 43°08'·71W
No 14 (platform)	23°00'·41S 43°04'·18W
No 14A (platform)	22°58'·55S 43°04'·35W
No 14B (platform)	22°58'·62S 43°05'·07W
2 No 14C (platform)	22°59'·60S 43°03'·13W
No 15 (quarantine)	23°03'·50S 43°07'·13W A dangerous wreck (23°03'·60S 43°06'·40W) lies close E of the anchorage.

Brazilian Notice 1/S11/19 [NP5-No 77-Wk 09/19]

**Brazil - Approaches to Baía de Guanabara -  
Ilha Redonda — Traffic regulations;  
approach route**

220

*After Paragraph 7.34 3 line 5 Insert:*

**Approach Route.** A mandatory one-way route exists for vessels exceeding 24 m LOA and 100 gt approaching from SW or operating between Ilhas Cagarras (7.43) and Ilha Redonda (7.120).

Brazilian Notice 19/S104/20

[NP5-No 115-Wk 51/20]

**Brazil - Rio de Janeiro - Approaches to  
Baía de Guanabara — Directions; wreck**

223

*After Paragraph 7.44 2 line 9 Insert:*

SW of a dangerous wreck (22°59'·00S 43°09'·00W),  
thence:

Brazilian Notice 6/S 44/20 [NP5-No 109-Wk 19/20]

**Brazil - Porto de Rio de Janeiro — Directions**

227

Paragraph 7.65 2 line 8 *Replace by:*

...9 m in height) stands, thence:  
S of a dangerous wreck (22°53'·27S 43°10'·05W)  
with a depth of 10·5 m lying close to the buoyed  
channel.

Brazil Notice 21/151/17 [NP5-No 22-Wk 50/17]

**Brazil - Porto de Rio de Janeiro — Anchorages**

228

Paragraph 7.66 1 *Replace by:*

- 1 **Anchorages.** There are several designated anchorage areas:

No 1 Anchorage (22°53'·05S 43°08'·85W) (7.58);  
Quarantine and Customs.

No 1A Anchorage (22°54'·01S 43°08'·63W);  
platforms.

No 2 Anchorages (three areas); naval vessels:

Area 1 (22°54'·49S 43°09'·19W); several  
obstructions and a wreck (22°54'·47S  
43°08'·99W) lie within the anchorage;

Area 2 (22°53'·57S 43°09'·43W); a dangerous  
wreck (22°53'·58S 43°09'·48W) and an  
obstruction (22°53'·63S 43°09'·46W) lie within the  
area.

Area 3 (22°51'·67S 43°08'·64W); a mooring buoy  
lies in the NE part of the area. An obstruction  
(22°51'·43S 43°08'·65W) and a dangerous wreck  
(22°51'·79S 43°08'·61W) lie within the area.

Paragraph 7.66 3 lines 1–2 *Replace by:*

- 3 No 6A Anchorage (22°49'·97S 43°08'·21W);  
vessels under repair. A wreck (22°51'·54S  
43°10'·38W), marked by a buoy (isolated  
danger), and a rocky patch (22°51'·22S  
43°10'·18W), marked by a buoy (starboard  
hand), lie in the E part of the area.

Brazil Notice 22/157/17; ENC BR501511

[NP5-No 30-Wk 01/18]

# NP5

## Brazil - Rio de Janeiro — Anchorages; wrecks

228

Paragraph 7.66 including existing Section IV Notice Week 1/18 *Replace by:*

- 1 **Anchorage.** There are several designated anchorage areas:
  - No 1 Anchorage (22°53'·05S 43°08'·85W) (7.58); Quarantine and Customs.
  - No 1A Anchorage (22°54'·01S 43°08'·63W); platforms.
  - No 2 Anchorage Area 1 (22°54'·49S 43°09'·19W); naval vessels
  - No 2 Anchorage Area 2 (22°53'·57S 43°09'·43W); naval vessels
  - 2 No 2 Anchorage Area 3 (22°51'·67S 43°08'·64W); naval vessels; a mooring buoy lies in the NE part of the area.
  - No 3 Anchorage (22°52'·73S 43°09'·83W); barges, containers and refuelling.
  - No 4 Anchorage (22°52'·68S 43°10'·81W); cargo working.
  - No 5 Anchorage (22°53'·06S 43°10'·93W); LASH barges.
  - 3 No 6 Anchorage (22°51'·13S 43°11'·23W); cargo working and vessels under repair.
  - No 6A Anchorage (22°49'·97S 43°08'·21W); vessels under repair.
  - No 7 Anchorage (22°49'·45S 43°07'·28W); dangerous goods.
  - No 8 Anchorage (22°48'·87S 43°08'·36W); vessels for liquid bulk terminals.
  - No 9 Anchorage (22°47'·97S 43°07'·98W); vessels for liquid bulk terminals.
  - 4 No 10 Anchorage (22°47'·34S 43°07'·60W); vessels carrying LNG.
  - No 11 Anchorage (22°54'·56S 43°08'·38W); platforms.
  - No 12 Anchorage (22°46'·02S 43°08'·98W); vessels for Suzano Petrochemical Terminal (7.109).

**Caution.** A number of wrecks and obstructions are situated within these anchorage areas.

Brazilian Notice 16/S169(P)/19

[NP5-No 97-Wk 42/19]

## Brazil - East coast - Ponta de Castelhanos — Directions; pilot

234

Paragraph 7.120 4 line 1 *For* (23°08'·68S 44°04'·59W) *Read* (23°08'·38S 44°02'·40W)

Brazil Notice 24/171/17

[NP5-No 36-Wk 05/18]

## Brazil - Baía de Sepetiba - Porto de Itaguaí — Directions; channels

236

Paragraph 7.150 1 lines 1-6 *Replace by:*

- 1 From a position S of Ilha da Pedra Branca (7.148), the channel divides into two.

Brazilian Chart 1623

[NP5-No 23-Wk 52/17]

## Brazil - Baía de Sepetiba - Porto de Itaguaí — Directions; channels; depths

236

Paragraph 7.151 1 lines 1-12 *Replace by:*

- 1 **East channel.** From a position S of Ilha da Pedra Branca (7.148) the East channel, dredged to 17·4 m (2004), leads through a channel marked by light buoys (lateral) to Porto de Itaguaí. The track leads generally ENE passing:
  - SSE of Ilha Socó do Martins (22°57'·49S 43°52'·39W), thence:
  - SSE of Ilha do Martins (22°57'·15S 43°51'·55W).
- 2 The track then continues ENE in the dredged channel to the turning basin, from where the terminals (7.158) can be approached directly. A light (yellow support on white metal structure) (22°56'·21S 43°50'·38W) is exhibited from the W end of the TECAR jetty.
- 3 **West channel.** From a position S of Ilha da Pedra Branca (7.148), the West channel, dredged to 19·6 m (2015), leads generally NNE through a channel marked by light buoys (lateral) to Porto Sudeste (22°56'·07S 43°51'·42W), passing:
  - ESE of Ilha de Itacuruçá (22°56'·35S 43°53'·50W), thence:
  - WNW of Ilha das Cabras (22°56'·72S 43°51'·93W).
- 4 The track then continues NNE to the turning basin located SW of the port. A light (22°56'·03S 43°51'·55W) is exhibited from the end of the W-most breakwater.

Brazilian Chart 1623

[NP5-No 24-Wk 52/17]

## Brazil - East coast - Baía de Sepetiba — Directions; wreck

237

Paragraph 7.151 4 including existing Section IV Week 52/17 *Replace by:*

- 4 The track then continues NNE to the turning basin located SW of the port. A light (22°56'·03S 43°51'·55W) is exhibited from the end of the W-most breakwater. A dangerous wreck (22°55'·95S 43°51'·66W) lies in the channel W of the breakwater.

Brazilian Notice 3/S15/18

[NP5-No 39-Wk 12/18]

## Brazil - Baía de Sepetiba — Directions; wreck

236-237

Paragraph 7.151 1 lines 1-12 including existing Section IV Weeks 52/17 and 12/18 *Replace by:*

- 1 **East channel.** The E channel, dredged to a depth of 17·4 m (2004), leads through a channel marked by light buoys (lateral) to Porto de Itaguaí. The track leads generally ENE, passing:
  - SSE of Ilha Socó do Martins (22°57'·49S 43°52'·39W), thence:
  - SSE of Ilha do Martins (22°57'·15S 43°51'·55W).
- 2 The track then continues ENE in the dredged channel to the turning basin, from where the terminals (7.158) can be approached directly. A light (yellow support on white metal structure) (22°56'·21S 43°50'·38W) is exhibited from the W end of the TECAR jetty.



- 3 **West channel.** The W channel, dredged to a depth of 19.6 m (2015), leads generally NNE through a channel marked by light buoys (lateral) to Porto Sudeste (22°56'07S 43°51'42W), passing:

ESE of Ilha de Itacuruçá (22°56'35S 43°53'50W), thence:

WNW of Ilha das Cabras (22°56'72S 43°51'93W).

The track then continues NNE to the turning basin located SW of the port. A light (22°56'03S 43°51'55W) is exhibited from the end of the W-most breakwater.

Brazilian Notice 23/181/18 [NP5-No 69-Wk 03/19]

### Brazil - Baía de Sepetiba - Porto de Itaguaí — Directions; channels; depths

236-237

Paragraph 7.151 1 lines 1-12 including existing Section IV Week 03/19 *Replace by:*

- 1 **East channel.** The E channel leads through a channel marked by light buoys (lateral) to Porto de Itaguaí. The track leads generally ENE, passing:

SSE of Ilha Socó do Martins (22°57'49S 43°52'39W), thence:

SSE of Ilha do Martins (22°57'15S 43°51'55W).

The track then continues ENE in the fairway to the turning basin, from where the terminals (7.158) can be approached directly. A light (yellow support on white metal structure) (22°56'21S 43°50'38W) is exhibited from the W end of the TECAR jetty.

- 2 **West channel.** From a position S of Ilha da Pedra Branca (7.148), the W channel leads generally NNE through a fairway marked by light buoys (lateral) to Porto Sudeste Terminal (7.160a), passing:

WNW of Laje Preta (22°57'55S 43°52'58W), a rock lying WSW of Ilha do Martins, marked by a light beacon (W cardinal); No 1 Light Buoy lies close W. Thence:

ESE of Ilha de Itacuruçá (22°56'35S 43°53'50W), thence:

- 3 WNW of Ilha das Cabras (22°56'72S 43°51'93W).

The track then continues NNE to the turning basin located SW of the port. A light (22°56'03S 43°51'55W) is exhibited from the end of Porto Sudeste Terminal (7.160a).

ENC BR501623 (12.000) [NP5-No 116-Wk 53/20]

### Brazil - South coast - Porto de Itaguaí — Depths

237

Paragraph 7.154 1 lines 5-7 *Replace by:*

**Caution.** Depths in the SE part of the turning basin are reported (2018) to be less than the approach channel; least charted depth is 15.1 m.

**Tidal levels.** Mean spring range about 1.3 m; mean neap range about 0.4 m. See information in *ADMIRALTY Tide Tables*.

BA Chart 431 [NP5-No 49-Wk 25/18]

### Brazil - South coast - Porto de Itaguaí — Depth

237

Paragraph 7.154 1 including Existing Section IV Notice Week 25/18 *Replace by:*

- 1 **Controlling depths.** The least charted depth in the approach channel to the Mineral Terminal (TPS) (7.158) and to the S side of TECAR Jetty is 19.8 m, and in the approaches to the Container Terminal (7.158) is 13.7 m.

**Caution.** A dangerous wreck (22°56'23S 43°50'11W) lies close S of TECAR Jetty (7.158).

**Tidal levels.** Mean spring range about 1.3 m; mean neap range about 0.4 m. See information in *ADMIRALTY Tide Tables*.

GB Chart 431 [NP5-No 89-Wk 29/19]

### Brazil - Porto de Itaguaí — Anchorages

237

Paragraph 7.158 1 lines 1-13 and 2 lines 1-7 *Replace by:*

- 1 **Anchorages** may be obtained S of Ilha Jurubaíba (22°57'60S 43°56'95W), from the W end of which a light (white square concrete tower, 5 m in height) (22°57'60S 43°57'05W) is exhibited, as follows:

Anchorage	Maximum draught (m)	Maximum length (m)
A1	9.0	
A2	12.8	
B1	11.3	
B2	8.9	
B3	11.8	
B4	11.5	up to 310
B5	10.9	
C1, C2	7.1	
E1	10.5	
E2	10.4	
D	6.5	up to 300
F1	11.2	up to 270
F2	11.2	up to 210

Areas G and H, situated S of Ilha de Itacuruçá (7.151) are exclusively for warships.

Brazilian Chart 1623 [NP5-No 25-Wk 52/17]

### Brazil - South coast - Porto de Itaguaí — Depth

237

Paragraph 7.158 2 lines 9-11 *Replace by:*

The Container Terminal (22°55'92S 43°50'39W) has a quay about 800 m in length with a least depth alongside of 13.5 m.

GB Chart 431 [NP5-No 90-Wk 29/19]

# NP5

## Brazil - Baía de Sepetiba - Porto de Itaguaí — Terminal

238

After Paragraph 7.160 2 line 3 *Insert*:

### Porto Sudeste Terminal 7.160a

- 1 Porto Sudeste Terminal (22°55'·84S 43°51'·49W) is predominantly an iron ore terminal consisting of a pier with two berths, 766 m in total length. The pier can accommodate two vessels simultaneously with draughts of up to 20 m and up to 198 000 dwt. The pier also features two access bridges (430 m and 270m in length). The pier is approached through a channel from the SW (West channel (7.151)).

ENC BR501623 (12.000) [NP5-No 117-Wk 53/20]

## Brazil - South coast - Baía da Ilha Grande — Anchorages

242

Paragraph 7.193 2 *Replace by*:

### 2 Outer anchorages:

- Quarantine anchorage (23°06'·37S 44°27'·09W) is situated WNW of the channel entrance.  
No 2 Anchorage (23°05'·95S 44°16'·21W) for vessels in dispute or under repair.  
No 4 Anchorage (23°07'·20S 44°24'·82W) for vessels with a draught up to 13 m.  
No 5 Anchorage (23°07'·95S 44°28'·58W) for vessels with a draught over 13 m.

Paragraph 7.196 1 lines 1–2 *Delete*

Brazilian Notice 18/196/19 [NP5-No 98-Wk 45/19]

## Brazil - South coast - Canal de São Sebastião — Traffic regulations

246

After Paragraph 7.230 3 line 6 *Insert*:

Commercial vessels not bound for the port or terminal at São Sebastião are prohibited from navigating in the Canal de São Sebastião.

Brazilian Notice 24/Corrections to DH1-III-13/19  
[NP5-No 106-Wk 05/20]

## Brazil - Approaches to Porto de Santos — Directions; wreck

254

After Paragraph 8.38 1 line 7 *Insert*:

Clear of a dangerous wreck (24°08'·14S  
46°21'·34W), thence:

HYDROLANT 1043/18 [NP5-No 43-Wk 17/18]

## Brazil - East coast - Barra de Icapara — Directions; light

256

Paragraph 8.56 2 lines 1–3 *Delete*

Brazil Notice 22/159(P)/17 [NP5-No 31-Wk 01/18]

## Brazil - East coast - Barra de Icapara — Directions; light

257

Paragraph 8.59 3 line 2–3 *Replace by*:

...(24°41'·24S 47°24'·72W), the N entrance to Mar Pequeno...

Brazil Notice 22/159(P)/17 [NP5-No 32-Wk 01/18]

## Brazil - East coast - Ilha do Cardoso — Wreck

257

Paragraph 8.60 2 line 10 *Replace by*:

...And:  
Clear of a dangerous wreck (25°17'·20S  
47°00'·70W), thence:

Brazilian Notice 1/97(P)/18 [NP5-No 78-Wk 09/19]

## Brazil - East coast - Porto de Antonina — Position; limiting conditions; berths

260

Paragraph 8.96 1 lines 1–2 *For* (25°25'·82S 48°41'·54W)  
*Read* (25°26'·60S 48°41'·55W)

After Paragraph 8.96 1 line 5 *Insert*:

Terminal da Ponta do Félix (25°27'·42S  
48°40'·46W), a modern facility, is situated about 1 mile  
SE of Porto Barão de Tefé.

Paragraph 8.97 1 line 2 *Replace by*:

...5.8 m and with a maximum LOA of 188 m. Contact the  
port authority for maximum operational draught  
requirements.

Paragraph 8.99 1 lines 1–4 *Replace by*:

- 1 **Porto Barão de Tefé.** Two concrete piers; the largest, privately owned but sometimes used by the port administration, is 200 m long, the other pier is 90 m long with depths of about 5.8 m.

**Terminal da Ponta do Félix.** General cargo, bulk and refrigerated cargoes; quay length 360 m; depth alongside about 5.7 m; greater depths reported (2013).

BA Chart 587/15; [www.pontadofelix.com.br](http://www.pontadofelix.com.br);  
[www.portosdoparana.pr.gov.br](http://www.portosdoparana.pr.gov.br) [NP5-No 45-Wk 22/18]

**Brazil – South-east coast –  
Porto de Itajaí — Depths**

265

Paragraph 8.137 1 lines 1–5 *Replace by:*

- 1 **Controlling depth.** The least charted depth in the middle of the approach channel is about 10 m; shoaler depths may exist near the extremities of the channel. Flooding of the Rio Itajaí-Açu can affect depths in the channel; the Port Authority should be consulted.

ENC BR501841 (3.000)

[NP5-No 110-Wk 22/20]

**Brazil – South coast – Itajaí —  
Terminals; alongside berths**

266

Paragraph 8.141 1–2 *Replace by:*

- 1 **Navegantes Container Terminal** (26°53′.86S 48°39′.78W) lies on the N bank, and is about 900 m in length. Least charted depth alongside is 11.4 m.  
**Itajaí Container Terminal** (26°54′.06S 48°39′.81W) lies on the S bank and is about 1000 m in length. Least charted depth alongside is 8.4 m.

- 2 **Passenger Terminal Guilherme Asseburg** (26°54′.27S 48°39′.25W) is situated on the south bank and consists of a 78 m pier and mooring dolphins. Maximum draught is around 10 m.

**Other berths.** Various other smaller facilities including shipyards and an oil terminal are situated in shoaler depths farther upriver. Contact the port authority for further information.

BA Chart 547/2018;

[www.portonave.com.br/en/portonave/infrastructure](http://www.portonave.com.br/en/portonave/infrastructure);

[www.portoitajai.com.br/novo/c/terminal-cruzeiros](http://www.portoitajai.com.br/novo/c/terminal-cruzeiros)

[NP5-No 50-Wk 26/18]

**Brazil – South east coast – Porto de Imbituba —  
Arrival information; speed limit**

270

*After Paragraph 8.158 2 line 7 Insert:*

- 3 **Speed limit.** Due to the presence of white whales, from July to November a speed limit of 7 kn applies in the outer part of the harbour, reducing to 4 kn in the inner part of the harbour.

Brazilian Notice 22/ Section IV.3 S Coast SD Edt.13/19.

[NP5-No 103-Wk 02/20]

**Brazil – South coast –  
Barra do Rio Grande Approaches —  
Directions; wrecks**

273

Paragraph 8.174 3 lines 3–9 *Replace by:*

...(8.171), and:

Clear of a dangerous wreck (32°03′.20S 51°13′.80W), thence:

SE of Estreito Light (8.170); Banco Minuano (32°02′.33S 51°41′.15W) lies SSE of the light. Dangerous wrecks lie 2¼ miles WSW, 7 miles W and 3 miles ENE, positions approximate, of the bank. Thence:

Brazilian Notice 10/S61/18; 10/S69/18

[NP5-No 52-Wk 27/18]

**Brazil – South coast – Porto do Rio Grande —  
Anchorages; foul ground**

276

Paragraph 8.205 1 including heading *Replace by:*

**Basins and berths**

**Anchorages**

**8.205**

- 1 Designated anchorages, between Barra do Rio Grande and Porto Novo, are restricted to vessels authorised by the port authorities.

Anchorage A (32°08′.95S 52°05′.73W). For vessels bunkering. Bunkering is carried out in daylight hours only. Vessels up to 240 m in length and with draught up to 12.2 m are handled. An emergency anchorage (32°09′.31S 52°05′.53W) is contained within Anchorage A.

- 2 Anchorage B (32°07′.02S 52°05′.97W); Anchorage C (32°05′.50S 52°05′.80W); Anchorage D (32°04′.87S 52°05′.39W); Anchorage F (32°03′.81S 52°04′.08W): All for vessels in a precarious condition, under the control of the port superintendent and with the approval of the port authority.

- 3 Anchorage E (32°04′.39S 52°04′.74W). For vessels carrying dangerous cargo or bunkering, vessels proceeding to or from ports or inner terminals, and vessels loading dangerous cargo using a ferry. Vessels with draught up to 9.45 m are handled. Foul ground (32°04′.38S 52°04′.88W) exists in the anchorage.

- 4 Anchorage G1 (32°03′.09S 52°03′.03W); Anchorage G2 (32°02′.33S 52°02′.67W); Anchorage G3 (32°01′.40S 52°02′.75W): For vessels employed in inland navigation, as well as those going to or from ports or inland terminals. Vessels from sea undergoing supply or repair, or loading dangerous cargo using a ferry are also handled. Maximum draught of vessel handled is 6.70 m; G1 handles vessels up to 150 m in length, G2 up to 240 m and G3 in excess of 240 m.

Brazilian Notice 5/36/20

[NP5-No 108-Wk 17/20]

**Brazil – Porto Do Rio Grande — Berths**

276

*After Paragraph 8.206 3 line 6 Insert:*

- 4 The following berth lies on the E side of the main channel:

**Cocuruto Quay** (32°02′.33S 52°02′.39W), located 1¾ miles E of Porto Novo; length 560 m; alongside depth 9.0 m.

Brazilian Notice 17/119/17

[NP5-No 10-Wk 43/17]

# NP5

## Uruguay - Canal de Lobos - East of Punta del Este — Anchorage

285

After Paragraph 9.25 1 line 2 *Insert*:

**Prohibited anchorage.** Anchoring and fishing is prohibited in the vicinity of a submarine power cable extending SE from the shore at 34°56'·95S 54°55'·42W.

Uruguayan Chart UY20 (2017) [NP5-No 100-Wk 01/20]

## Uruguay - José Ignacio Terminal — Restricted area

287

After Paragraph 9.44 1 line 8 *Insert*:

- 2 **Restricted area.** A restricted area surrounds the Jose Ignacio Terminal SBM. Only vessels navigating to and from the terminal may enter the area.

Uruguayan Chart UY20 (2017) [NP5-No 101-Wk 01/20]

## Uruguay - Río de La Plata - Banco del Cabezón — Anchorage

288

After Paragraph 9.49 2 line 12 *Insert*:

### Banco del Cabezón 9.49a

- 1 A cargo transshipment anchorage, manoeuvring area and waiting area for oil tankers lies N of Banco del Cabezón (9.21), centred on 35°02'·10S 54°00'·70W. Depths from 25 to 40 m.

Uruguay Notice 8/40/20 [NP5-No 113-Wk 45/20]

## Uruguay - Isla de Flores — ESSA

290

After Paragraph 9.67 1 line 10 *Insert*:

Anchoring and fishing are prohibited within the above area.

An ESSA has been established extending 2 miles from the coastline of Isla de Flores (9.72). For further information see *Uruguay decree number 43/018*.

Uruguay Chart 40/18 [NP5-No 60-Wk 39/18]

## Uruguay - Río de La Plata — Directions; wreck

290

Paragraph 9.71 2 line 7 *Replace by*:

...farther N. A dangerous wreck (34°57'·11S 55°17'·30W) lies SSW of Punta Negra. And:

Uruguay Notice 5/40/17 [NP5-No 5-Wk 27/17]

## Uruguay - Montevideo - Antepuerto — Depth

294

Paragraph 9.98 1 line 4 *For* 12 m *Read* 11 m

ENC UY500041 [NP5-No 37-Wk 11/18]

## Uruguay - Montevideo — Anchorage

295

After Paragraph 9.103 2 line 15 *Insert*:

**Cabotage Zone** anchorage for Uruguayan vessels lies W of the entrance channel, centred on 34°58'·70S 56°14'·70W, depth about 7 m, mud.

**Overseas Zone** anchorage lies S of the entrance channel, centred on 35°02'·24S 56°13'·00W, depth about 8 m, silt. An obstruction lies in the NW part of the anchorage.

Uruguay Notice 8/41/20 [NP5-No 114-Wk 45/20]

## Uruguay - Puerto de Montevideo — Prohibited area

295

Paragraph 9.106 1 line 1 *Replace by*:

- 1 **Prohibited area.** An area, marked by light buoys (cardinal), is established and extends about 1¼ miles S of Punta Yeguas (34°54'·31S 56°18'·74W) (9.211). Navigation within this area is prohibited.

Uruguayan Notice 9/0617/17 [NP5-No 11-Wk 45/17]

## Uruguay - Montevideo - Antepuerto — Depth

298

Paragraph 9.121 1 line 2 *For* 12 m *Read* 11 m

ENC UY500041 [NP5-No 38-Wk 11/18]

## Uruguay - Puerto de Montevideo — Alongside berths; Muelle C

298

Paragraph 9.122 2 lines 1–3 *Replace by*:

- 2 Muelle C (34°53'·87S 56°11'·98W) is 370 m in length with a depth alongside of 10·5 m.

Uruguay Notice 4/36/17 [NP5-No 2-Wk 23/17]

## Uruguay - Río de La Plata — Under keel clearance

300

Paragraph 9.143 4 lines 7–13 *Replace by*:

**Under keel clearance.** Vessels sailing in the main channels are required to ensure the following UKC at all times:

Draught less than or equal to 10·36 m: 0·6 m;  
Draught between 10·37 and 10·67 m: 0·6 m, adding 1·5 cm per additional cm of draught;  
Draught greater than or equal to 10·68 m: 10% of static draught.



Vessels sailing with limited UKC will, as their speed increases, have even narrower margins (sinkage) and significant changes to trim (squat) which will affect their manoeuvrability.

Uruguay Chart 50

[NP5-No 63-Wk 46/18]

**Argentina – Río de La Plata —  
Directions; Canal Punta Indio Sudeste**

303

Paragraph 9.163 1 lines 1–4 including heading *Replace by:*

**Spare  
9.163**

Argentine Notice 1/26/15

[NP5-No 3-Wk 22/17]

**Argentina - Puerto La Plata — Anchorages**

304

Paragraph 9.177 *Replace by:*

- 1 There are five designated anchorages:  
Naval anchorage (34°47'·35S 57°48'·81W), reserved for Argentine Navy vessels;  
West Zone 1 (ZW1) (34°43'·97S 57°52'·11W), for large cargo vessels;  
West Zone 2 (ZW2) (34°45'·60S 57°52'·56W), for small cargo vessels;
- 2 East Zone 1 (ZE1) (34°44'·70S 57°47'·85W), for large cargo vessels coming from Argentine ports;  
East Zone 2 (ZE2) (34°45'·95S 57°47'·55W), for large cargo vessels inbound for Argentine ports.

**Cautions.** A number of obstructions lie within the above anchorages.

- 3 Vessels frequently drag anchor during strong winds associated with *sudestadas* and *pamperos* (see 1.118).  
During bad weather high speed craft may operate in this area, crossing the anchorages.

BA Chart 1751

[NP5-No 64-Wk 46/18]

**Uruguay - West-north-west of  
Montevideo — ESSA**

307

After Paragraph 9.206 1 line 8 *Insert:*

- 2 **Restricted Area.** An ESSA has been established from Punta del Canario (34°52'·09S 56°21'·04W) to Punta del Tigre (9.211). The ESSA extends 5 miles from the shoreline. For further information see *Uruguay decree number 55/015*.

Uruguay Chart 40/18

[NP5-No 61-Wk 39/18]

**Uruguay - Bahía de Montevideo to  
Rada de Colonia — Directions**

308

Paragraph 9.209 5 line(s) 1–8 *Replace by:*

- 5 The track then leads to a position about 2 miles SSW of Isla Farallón (34°29'·09S 57°55'·09W), which is rocky and wooded and surrounded by reefs; a group of rocks awash lie 4 cables NNE; a light (9.207) is exhibited from the islet.

ENC UY30060

[NP5-No 93-Wk 41/19]

**Uruguay - Bahía de Montevideo to  
Rada de Colonia -  
Puerto de Colonia — Directions**

309-310

Paragraph 9.220 2-3 *Replace by:*

- 2 **South-west approaches.** From a position in Paso del Farallón, about 2 miles SSW of Isla Farallón (9.209), the track leaves the dredged channel and leads ENE to Canal del Medio (9.217), passing:  
SSE of a dangerous wreck (34°29'·74S 57°54'·66W), marked by a light buoy (isolated danger), thence:  
NNW of a shoal patch (34°30'·54S 57°53'·95W).
- 3 The track then leads NNW to a position at the start of Canal San Gabriel, passing:  
Clear of a dangerous wreck (34°29'·05S 57°54'·10W), position approximate, thence:  
WSW of Banco de los Pescadores (9.214). A light buoy (W cardinal) (34°29'·02S 57°53'·70W) is moored 2½ cables SW of the W extremity of the bank. Thence:  
ENE of Isla Farallón (9.209), a group of rocks and a dangerous wreck extend 4 cables ESE of the island.  
The track then leads E through Canal San Gabriel (34°28'·65S 57°53'·04W), marked by light buoys (lateral), passing:

Paragraph 9.221 1-2 *Replace by:*

- 1 S of Isla San Gabriel (34°28'·42S 57°53'·37W), low and covered in brushwood, thence:  
S of Bajo La Laja (34°28'·37S 57°52'·41W). A stranded wreck (34°28'·38S 57°52'·12W) lies on the E part of the bank, which dries.
- 2 The track then leads NE, to a point SE of Roca Anita (34°28'·39S 57°51'·86W); a light buoy (E cardinal) is moored close E of the rock. From this position Puerto Franco 7 cables E, or the anchorage 5 cables NNW, can be approached directly.

ENC UY30060

[NP5-No 94-Wk 41/19]

# NP5

## Uruguay - Río Uruguay - Puerto De Colonia to Isla Martín García - Isla Farallón — Directions

318

Paragraph 10.21 1 lines 1-10 *Replace by:*

- 1 From a position 2 miles SSW of Isla Farallón (34°29'·09S 57°55'·09W) (9.209), the track leads N and NNW, for about 18 miles, to a position WNW of Punta Pereira. It follows the routes of four interconnected dredged channels; Paso del Farallón, Barra de San Pedro, Paso de San Juan and Pozos de San Juan. The passage through these channels, which are marked by numbered light buoys (lateral), passes:

ENC UY300060

[NP5-No 95-Wk 41/19]

## Uruguay - Río de La Plata - Paso de San Juan and Pozos de San Juan — Directions; emergency anchorage; passing areas

319

Paragraph 10.24 1 line 4 *Replace by:*

...stands on a spit on the S shore of the river. An emergency anchorage area (10.33) lies in the vicinity of km 85. Thence:

After Paragraph 10.24 2 line 5 *Insert:*

**Passing area.** A designated passing area, marked by light buoys (special), lies adjacent to Pozos de San Juan between km 87·6 and km 93.

After Paragraph 10.33 1 line 6 *Insert:*

- 2 **Emergency anchorage.** An emergency anchorage (34°18'·17S 58°01'·36W) lies to the E of the main channel in Paso de San Juan. Its E limits are marked by light buoys (special) at km 84·7 and km 85·7. Two vessels, maximum LOA 255 m, can be accommodated.

Uruguay Notice 12/96/2016

[NP5-No 4-Wk 22/17]

## Uruguay - Río Uruguay - Paso de San Juan — Emergency anchorage

320

After Paragraph 10.35 1 line 9 *Insert:*

## Canal del Infierno 10.35a

- 1 An emergency anchorage for Canal del Infierno is located NE of the dredged channel, SSW of Punta Martín Chico (34°09'·88S 58°12'·54W) (10.49). Depths around 10 m.

ENC UY300060

[NP5-No 96-Wk 41/19]

## Argentina - Río de la Plata - Canal Emilio Mitre — Traffic regulations; prohibited area; prohibited anchorage

320-321

After Paragraph 10.45 1 line 9 *Insert:*

- 2 **Prohibited area.** Entry is prohibited into an area (34°33'·19S 58°17'·48W) marked by light buoys (special).

**Prohibited anchorage.** Anchoring is prohibited in an area (34°35'·24S 58°13'·64W) surrounding a submarine pipeline, marked by light buoys (N and S cardinal).

Argentine Charts ARH156 Ed.7 (2020); ARH118 Ed.10 (2020) [NP5-No 112-Wk 35/20]

## Uruguay - Río Uruguay - Puerto de Nueva Palmira — Light; berths

326

Paragraph 10.88 2 lines 4-9 *Replace by:*

...moored 1 cable SW of Muelle Sur Light (white tower, red bands) (33°53'·10S 58°25'·46W). The bottom in the roadstead W of this danger is rocky. A 13·5 m wreck (33°52'·65S 58°25'·92W) lies 4 cables W of Muelle Norte.

Paragraph 10.91 1 lines 2-3 *Replace by:*

**Muelle Sur:** total berthing face 530 m; depths of 7·3 m...

Uruguay Notice 8/61/2017

[NP5-No 9-Wk 41/17]

## Argentina - Puerto Bunge Ramallo — Directions; name change; new route

335

Paragraph 10.166 3 line 1 *Replace by:*

- 3 NE of Puerto Bunge Ramallo (10.170). The track then divides in to Paso Tonelero passing NE of an unnamed island (33°22'·63S 60°05'·10W), and Paso Isla Nueva, passing SW of the above island; both channels are marked by light buoys (lateral). Vessels intending to use Paso Isla Nueva, should contact the local port authorities for the latest information. The track then continues to lead generally NW, passing:

Correspondance - Pandi Liquidadores

[NP5-No 6-Wk 41/17]

## Argentina - Puerto Bunge Ramallo — Name change

336

For the heading above 10.170 Puerto Ramallo *Read* Puerto Bunge Ramallo

Paragraph 10.170 1 line 1 *For* Puerto Ramallo *Read* Puerto Bunge Ramallo

BA Chart 1327

[NP5-No 7-Wk 41/17]

**Argentina - Río Parana -  
Puerto San Nicolás — Anchorages**

**336**

Paragraph 10.171 *3* lines 1–2 *Replace by:*

- 3 Anchorages.** An anchorage is situated in Río Paraná, about 3 miles down-river from Puerto Nuevo. Rada San Nicolás Norte (33°20'·07S 60°10'·06W), depths from 10 to 21 m. Obstructions lie within the anchorage area at 33°19'·88S 60°10'·17W and 33°20'·70S 60°09'·95W, both positions approximate. Rada San Nicolás Sur (33°21'·97S 60°07'·14W), depths from 7 to 21 m. Obstructions lie within the anchorage area at 33°22'·00S 60°07'·06W, 33°22'·02S 60°07'·03W and 33°21'·96S 60°07'·31W, all positions approximate.

Argentine Notice 3/43/01–03/18

[NP5–No 40–Wk 13/18]

**Argentina - Río Paraná -  
Punta Alvear — Terminals**

**337**

*After* Paragraph 10.173 *1* *Insert:*

**Punta Alvear  
10.173a**

- 1 Description.** Two terminals are located in the vicinity of Punta Alvear (33°02'·89S 60°34'·46W) on the W bank of Río Paraná. Both terminals comprise T-shaped jetties extending from the shore.

**Berths:**

- Muelle Punta Alvear (33°02'·84S 60°34'·40W) consists of interconnected dolphins with a total length of about 315 m. Dry cargo handled.
- 2** Muelles Villa Gobernador Gálvez (33°02'·27S 60°34'·77W) consists of interconnected dolphins with a total length of about 340 m. Chemicals and vegetable oils handled.

BA Chart 1329

[NP5–No 65–Wk 47/18]

**Argentina - Río Paraná -  
Puerto Rosario — Berths**

**337**

Paragraph 10.174 *3* lines 1–13 *Replace by:*

- 3 Berths.** The majority of wharves in the port are state owned; tugs are available.
- Terminal Granelera** (32°59'·08S 60°37'·00W); two berths, 250 and 267 m in length. Cereals handled.
- Terminal 1 (Muelle Nuevo)** (32°58'·67S 60°37'·07W); multipurpose; three berths and 570 m of continuous berthing space.
- Terminal 2 Sur** (32°58'·09S 60°37'·10W); multipurpose; three berths and over 650 m of berthing space.
- Terminal 2 Norte** (32°57'·76S 60°37'·17W); multipurpose; two berths and 350 m of berthing space.
- Sorrento Wharf** (32°55'·86S 60°38'·86W); 216 m in length with dolphins; discharge of fuel for the power station.

BA Chart 1329

[NP5–No 66–Wk 47/18]

**Argentina - Bahía Blanca -  
Puerto Galván — Berths**

**352**

Paragraph 11.96 *1* lines 12–14 *Replace by:*

- 2** Muelle de Inflamables, for LPG, chemicals and POLs. Berth No 1 has a length of 372 m, berth No 2 has a length of 368 m and berth No 3 has a length of 290 m. All three berths have a depth of 12·2 m alongside.

BA Chart 3755

[NP5–No 41–Wk 16/18]

**Argentina - Bahía Blanca — Anchorages**

**353**

Paragraph 11.98 *Replace by:*

- 1** Five designated anchorages have been established as follows:
- Anchorage 'A' (39°05'·17S 61°47'·67W); situated adjacent to the pilot boarding area (11.61), has depths from 6 to 17 m. Areas of foul ground lie in this anchorage. This anchorage is reserved for vessels over 10 m draught waiting to depart from Bahía Blanca.
- 2** Anchorage 'B' (39°03'·85S 61°50'·00W), close NW of Anchorage 'A' has depths from 4 to 18 m. An obstruction (39°04'·37S 61°49'·74W) lies in the SE section of this anchorage. This anchorage is reserved for vessels over 10 m draught waiting to depart from Bahía Blanca.
- 3** Anchorage 'C' (38°59'·82S 61°52'·74W) has depths from 10 to 21 m. The N limits of this anchorage, and the limits of a manoeuvring area extending from its S side, are marked by light buoys (special). A dangerous wreck, marked by No 11.7 Light Buoy (isolated danger) lies between Anchorages 'C' and 'D'. An area of foul ground, position approximate, lies in position 38°59'·58S 61°53'·55W.
- 4** Anchorage 'D' (38°59'·05S 61°54'·93W); depths from 11 to 16 m. This anchorage is reserved for loaded oil tankers over 10 m draught waiting to berth at the Punta Ancla or Punta Cigüeña terminals (11.78) and for departing vessels over 10 m draught unable to cross Canal del Toro in bad weather. Areas of foul ground, lie in the anchorage.
- 5** Anchorage 'E' (38°58'·60S 61°56'·50W); depths from 12 to 19 m. Areas of foul ground, lie in the anchorage.
- An anchorage (38°57'·19S 62°01'·65W), depth 18 m, exists midway between the Punta Ancla or Punta Cigüeña terminals (11.78).
- An anchorage exists midway between Puerto Galván and Puerto Cuatreros (38°45'·02S 62°22'·53W), depths from 2 to 6 m.
- 6 Naval anchorage.** Rada de Puerto Belgrano (38°56'·40S 62°04'·70W) is reserved for use of the Argentine Navy, but vessels proceeding only to Puerto Belgrano or Puerto Rosales, or in cases of emergency, may anchor in a position 1½ miles SSE of Punta Cigüeña (11.63), provided notice is given by radio and flag signals of vessel's name, nationality, destination and port of departure.

## NP5

- 7 **Outer anchorage** has been established centred on 39°17'·96S 61°33'·22W bordering the NE side of El Rincón entrance channel between No 2 and No 4 Light Buoys. The anchorage has depths from 12 to 15 m. An area of foul ground lies in position 39°17'·49S 31°34'·52W.

Argentine Chart 249

[NP5-No 42-Wk 16/18]

### **Argentina - East coast - Bahía Blanca — Anchorage; obstruction**

353

Paragraph 11.98 2 including Existing Section IV Notice Week 16/18 *Replace by:*

- 2 Anchorage 'B' (39°03'·85S 61°50'·00W) has depths from 4 to 18 m. An obstruction (39°04'·37S 61°49'·74W) lies in the SE part of the anchorage, and a lost anchor and cable lies in position 39°03'·86S 61°50'·33W. This anchorage is reserved for vessels over 10 m draught waiting to depart from Bahía Blanca.

Argentine Bulletin No 8

[NP5-No 91-Wk 37/19]

## **NP6 South America Pilot Volume 2 (2019 Edition)**

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

95

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

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

British Government Survey

[NP6-No 5-Wk 14/20]

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

179

*After Paragraph 5.62 1 line 4 Insert:*

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

*After Paragraph 5.63 1 line 4 Insert:*

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

UKHO

[NP6-No 1-Wk 51/19]

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

315

*After Paragraph 7.389 1 line 9 Insert:*

### **Traffic regulations 7.389a**

- 1 Vessels navigating Canal Fitz Roy between Punta Reynard (7.394) and Punta Elías (7.398) should do so during daylight hours only, during slack water or periods of weak current. Maximum allowed wind speed 25 kn, minimum visibility 1 mile. Maximum length of vessel 80 m, draught 6·5 m, minimum UKC 1 m.

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

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

Chilean Notice 7/20; SD-3001 C14

[NP6-No 7-Wk 33/20]

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

335

Paragraph 7.525 5 line 2 *Replace by:*

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

Paragraph 7.525 5 line 6 *Replace by:*

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

Chilean Notice 4/39/20

[NP6-No 6-Wk 20/20]

## **Chile - Canal Mayne — Traffic regulations**

357

Paragraph 8.38 1-2 *Replace by:*

- 1 In Paso Summer (8.41), between Punta Ernesto (52°19'·72S 73°37'·23W) and Islote Hozven Light, 4 miles NNW, no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels have priority. South bound vessels must wait N of Islote Hozven (52°16'·48S 73°40'·66W) until the N bound vessel has passed. Only vessels with a maximum draught of 7·35 m or a UKC of 0·75 m are authorised to use the passage.
- 2 For further details on reporting and procedures, see *ADMIRALTY List of Radio Signals Volume 6(7)*.

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

[NP6-No 2-Wk 03/20]



## Chile - Canal Gray — Traffic regulations

359

Paragraph 8.50 *1 Replace by:*

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

Chilean Notice 12/19; Derrotero 3003 X-4-38  
[NP6-No 3-Wk 03/20]

Chile - Estrecho de Nelson -  
Canal Smyth — Depths

396

Paragraph 8.341 *1 Replace by:*

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

Chilean Notice 8/57/20 [NP6-No 8-Wk 39/20]

Chile - Estrecho Nelson -  
Canal Smyth — Pilotage

396

After Paragraph 8.342 *1 line 1 Insert:***Pilotage****8.342a**

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

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

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

Chilean Notice 9/(3003) X-6-16a/20  
[NP6-No 9-Wk 45/20]

## Chile - Canal Picton — Traffic regulations

422

After Paragraph 9.57 *Insert:***Traffic regulations****9.57a**

- 1* In Paso Picton (9.63) between Islote Tang (49°26'·17S 75°26'·65W) and Islote Verde (49°22'·26S 75°28'·57W) no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels must wait for S bound vessels to pass before entering Paso Picton.
- Only vessels with a maximum draught of 6·0 m or a UKC of 1·0 m are authorised to use the passage. Vessels with a draught close to 6 m should transit at high tide or rising mid-tide. For further details on pilotage, reporting and procedures see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 IX-2-62  
[NP6-No 4-Wk 03/20]

## NP7 South America Pilot Volume 3 (2018 Edition)

Chile - Archipiélago de los Chonos -  
Canal Pulluche — Regulations;  
under keel clearance

97

Paragraph 3.54 *1 line(s) 2 Replace by:*

...Canal Pulluche at any height of tide:  
Vessel transiting W of Bajo Roepke (3.55); 9 m, plus UKC 1·3 m.  
Vessel transiting E of Bajo Roepke; 7·5 m, plus UKC 1·3 m.

Chilean Notice 7/20 SD 3002-Chap. VIII-2-44  
[NP7-No 106-Wk 33/20]

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

97

Paragraph 3.56 *1-5 Replace by:*

- 1* From a position W of Isla Ricardo Light (45°49'·43S 74°28'·19W) (3.49), the track leads 2½ miles NE, passing:  
SE of Islotes Carvallo (45°48'·15S 74°27'·73W), thence:  
NW of Punta Castillo (45°47'·70S 74°25'·99W), thence:  
SE of Islote de Lobos (45°47'·00S 74°26'·16W), from which a light (white GRP tower with red band and wings, 3 m in height) is exhibited. A shoal lies about 1½ cables S of the light.
- 2* The track then leads ENE for 4 miles to Punta Morro, passing:  
NNW of Isla Prieto (45°47'·32S 74°23'·21W), thence:  
NNW of Punta Morro (45°46'·22S 74°20'·04W), from which a light (white GRP tower, red band, 3 m in height) is exhibited, thence:  
To a position 4½ cables N of Punta Morro. The track then leads N for about 1 mile, passing:

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- 3 W of Bajo Roepke (45°45'·20S 74°19'·93W), marked by a light buoy, (preferred channel to port). Deeper water is found by passing W then NW of the buoy, but this route is more tortuous and more affected by currents. Thence:  
W of Punta del Bajo (45°45'·12S 74°19'·37W), thence:  
Clear of a shoal (45°44'·95S 74°19'·55W) lying NW of Punta del Bajo, marked by a light buoy (preferred channel to port).
- 4 The track then leads ENE for about 1¾ miles until Punta Urizar Light bears 015°. The line of bearing (015°) of this light then leads through the narrow passage, passing:  
WNW of a shoal with a depth of 9·4 m (45°43'·73S 74°17'·20W), thence:  
WNW of Punta Pangal (45°42'·57S 74°16'·51W). Thence the track leads E for about 4 miles, passing:
- 5 S of Punta Urizar (45°41'·59S 74°16'·52W), from which a light (white GRP tower, red band, 4 m in height) is exhibited, thence:  
N of Islotes Los Tres (45°42'·42S 74°14'·48W), three skerries in a triangular shape, thence:  
N of Isla Barranco (45°42'·80S 74°11'·39W), to enter Canal Utarupa (3.127) or Canal Chacabuco (3.59) as necessary.
- Useful mark:**  
Isla Rivero Light (metal framework tower, red and white bands, 6 m in height) (45°45'·15S 74°20'·32W).

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

Chilean ENC CL3AI095; Chilean Notice 8/65/19  
[NP7-No 48-Wk 37/19]

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

156

Paragraph 5.52 1 line 4 *For 2018 Read 2020*

After Paragraph 5.52 1 line 6 *Insert:*

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

### Traffic regulations

#### 5.52a

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

Chilean Notice 9/3002.VII-1-25/20  
[NP7-No 115-Wk 45/20]

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

157

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

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

Chilean Notice 4/35/20 [NP7-No 100-Wk 20/20]

## Chile - Canal Chacao - West Approach - Bahía Guapacho — Anchorage

175

Paragraph 6.41 2 *Replace by:*

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

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

### Useful mark:

House (41°47'·53S 73°59'·33W).

UKHO [NP7-No 127-Wk 47/20]

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

193

After Paragraph 6.225 1 line 5 *Insert:*

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

Chilean Notice 5/34/19 [NP7-No 40-Wk 22/19]

## Chile - Puerto San Vicente — Directions; lights

194

Paragraph 6.236 including heading *Replace by:*

### Approaches 6.236

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

### 2 S Mooring Leading Lights:

Front light (white triangle, orange stripe, on metal post, 6 m in height) (36°44'·53S 73°07'·72W),  
Rear light (white triangle, orange stripe on metal post, 10 m in height) (76 m from front light).

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

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

ENC CL3BB010 (2.005) [NP7-No 64a-Wk 04/20]

**Chile - Puerto San Vicente — Directions; lights**

194

Paragraph 6.237 including heading *Replace by:***Entrance to N part of bay****6.237****1 Marine Terminal Approach Leading Lights:**

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

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

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

**2 Useful mark:**

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

ENC CL3BB010 (2.005)

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

**Chile - Puerto San Vicente — Terminal**

195

Paragraph 6.240 including heading *Replace by:***San Vicente Maritime Terminal****6.240**

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

ENC CL3BB010 (2.005)

[NP7-No 65-Wk 04/20]

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

196

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

- 1** Pilots board in the following positions:

36°34'·00S 73°03'·00W;

36°39'·00S 73°02'·00W;

36°41'·50S 73°03'·00W.

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

Chilean Notice 8/61/20

[NP7-No 108-Wk 39/20]

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

196

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

- 1 Pilotage.** See 6.250a.

Chilean Notice 8/61/20

[NP7-No 109-Wk 39/20]

**Chile - Bahía Concepción - Puerto Talcahuano — Anchorage**

197

Paragraph 6.274 *1-2 Replace by:*

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

An anchorage area is centred 7¾ cables SSE of Banco Belen Light (E cardinal, 8 m in height) (36°41'·81S 73°05'·00W). Quarantine and explosives anchorages are located within this area on its SW side. A buoy (N cardinal) is moored 1¼ cables S of the anchorage area.

Chilean Notice 8/61/20

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

**Chile - Puerto Talcahuano — Light beacon**

197

Paragraph 6.275 *1* lines 4 *Replace by:*

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

ENC CL3BB010 (2.005)

[NP7-No 66-Wk 04/20]

**Chile - Bahía Concepción - Puerto Talcahuano — Anchorage**

197

Paragraph 6.276 *1* lines 1–5 *Replace by:***1 Restricted areas:**

Vessels, except those of the Chilean Navy and vessels entering the naval dockyard (6.277) are prohibited from entering an area which extends N and S from the naval dockyard.

- 2** Entry is restricted into an area 1 mile SW of Banco Belen Light, to avoid obstructing the harbour approach.

Anchoring and fishing are prohibited in an area centred 4 cables WNW Banco Belen Light.

Chilean Notice 8/61/20

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

**Chile - Puerto Talcahuano — Directions**

198

Paragraph 6.280 *2-4 Replace by:*

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

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

**3 Leading lights:**

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

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

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

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

ENC CL3BB010 (2.005)

[NP7-No 67-Wk 04/20]

## Chile - Puerto Lirquén — Anchorages

199

Paragraph 6.294 1-2 *Replace by:*

- 1 Vessels awaiting a berth should anchor in one of the following:  
A — 36°41'92S 72°59'32W.  
B — 36°41'92S 73°00'25W.  
C — 36°41'92S 73°01'13W.
- 2 Outer anchorages:  
A1 36°40'25S 73°00'95W;  
A2 36°40'25S 73°02'20W;  
A3 36°41'10S 73°01'50W;  
A4 36°38'50S 73°00'00W.

Chilean Notice 8/61/20

[NP7-No 111-Wk 40/20]

## Chile - Bahía Concepción - Puerto Lirquén — Anchorages

199

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

- 1 General anchorages:  
A1 36°40'25S 73°00'95W;  
A2 36°40'25S 73°02'20W;  
A3 36°41'10S 73°01'50W;  
W 36°38'50S 73°00'00W.  
Quarantine and fumigation anchorages:  
Y 36°41'92S 73°00'25W;  
Z 36°41'92S 72°59'32W.
- 2 Vessels awaiting a berth:  
C 36°41'92S 73°01'13W.  
Bunkering anchorage:  
X 36°41'12S 73°00'42W.

Chilean Notice 10/76/20

[NP7-No 130-Wk 50/20]

## Chile - Bahía Concepción - Puerto Lirquén — Anchorages

199

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

- 1 General anchorages:  
A1 36°40'25S 73°00'95W;  
A2 36°40'25S 73°02'20W;  
A3 36°41'10S 73°01'50W;  
W 36°38'50S 73°00'00W;  
Bunkering anchorage:  
X 36°41'20S 73°00'70W.  
Quarantine and fumigation anchorages:  
Y 36°41'92S 73°00'25W;  
Z 36°41'92S 72°59'32W.  
Vessels awaiting a berth:  
C 36°41'92S 73°01'13W.

UKHO

[NP7-No 131-Wk 52/20]

## Chile - Puerto San Antonio — Berth draught

204

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

1 See 6.360.

Chilean Notice 9/79/18

[NP7-No 1-Wk 49/18]

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

204-205

Paragraph 6.351 1 *Replace by:*

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

Paragraph 6.352 1 *Replace by:*

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

*After Paragraph 6.352 Insert:*

## Prohibited areas 6.352a

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

Chilean Notice 9/79/18

[NP7-No 2-Wk 49/18]

## Chile - Puerto San Antonio — Directions; leading lights

205

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

## Approach and entry 6.357

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

## Poza Chica Leading Lights:

- Front light (yellow rectangle, red stripe, on metal pillar, 13 m in height) (33°35'05S 71°36'79W).  
Rear light (similar structure, 14 m in height) (75 m from front light).
- 2 From a position W of the harbour entrance, the alignment (092°6') of these lights leads E, passing: Between the heads of Muelle Policarpo Toro and Molo Sur, from where lights are exhibited. The track then continues as required for berth in Poza Chica.



### 3 Poza Grande: Outer leading lights:

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

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

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

### 4 Inner leading lights:

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

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

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

#### Useful marks:

Molo Sur Light (6.343).

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

**Spare  
6.358**

UKHO

[NP7-No 125-Wk 46/20]

### Chile - Puerto San Antonio — Moorings; berths

205-206

Paragraph 6.359 *Replace by:*

**Spare  
6.359**

Paragraph 6.360 1-4 *Replace by:*

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

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

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

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

Maximum dimensions: length 367 m, beam 48·2 m, displacement 163 000 tonnes.

Maximum draught: 13·2 m, with an UKC of 10% of the minimum sounding (bitt Nos 1 to 11) and 13·5 m, with an UKC of 10% of the minimum sounding (bitt Nos 11 to 35).

- 3 **Terminal Espigón** (33°35'·20S 71°37'·05W) has a total berthing space of about 560 m with four berths and facilities for containers, general and liquid cargo. Depths alongside from 6·8 to 12 m. One mooring buoy is available for berth No 4. Details of berths as follows:

Berth No	Max length/beam	Max displacement (tonnes)	Notes
4-5	237 m 32·2 m	55 600	
6-7	190 or 225 m 32·2 m	45 000	190 m LOA berthing on port, 225 m LOA on starboard.

Maximum draught for berth Nos 4 and 5 is 11·39 m with an UKC of 0·6 m. Maximum draught for berth Nos 6 and 7 is from 5·2 to 7·7 m with an UKC of 0·6 m.

Minimum distance between vessels alongside is 20 m.

- 4 **Muelle Panul** (33°34'·94S 71°37'·13W) — Berth No 8 is a T-shaped pier 77 m in length (186 m with dolphins) with a depth alongside of 12·8 m. Two mooring buoys are available.

Maximum dimensions: length 230 m, beam 32·3 m, displacement 60 000 tonnes (50 000 tonnes if using the E dolphin).

Maximum draught allowed is 11 m (UKC 1·8 m) in waves up to 1 m high and 10·3 m (UKC of 2·5 m) in waves up to 2 m high.

- 5 **Muelle Policarpo Toro** (33°34'·96S 71°37'·32W) — Berth No 9 is 62 m in length with a depth alongside of 11·8 m. Hoses, pipelines, and three buoys are available.

Maximum dimensions: length 190 m, beam 32·2 m, draught 10 m, displacement 30 000 tonnes.

Chilean Notice 9/79/18

[NP7-No 3-Wk 49/18]

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

220

After Paragraph 7.63 2 line 6 *Insert:*

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

Chilean Notice 8/60/19

[NP7-No 49-Wk 37/19]

### Chile - Guayacán — Directions; major light

222

After Paragraph 7.87 1 line 5 *Insert:*

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

Chilean Notice 8/60/19

[NP7-No 50-Wk 37/19]

### Chile - Guayacán — Directions; leading lights

222

Paragraph 7.90 1 line(s) 3 *For* 112·5° *Read* 110°

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Paragraph 7.90 1 line(s) 5–6 *For* 29°58′.49S 71°20′.86W  
*Read* 29°58′.50S 71°20′.85W

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

Paragraph 7.90 2 line(s) 4 *For* 29°58′.23S *Read* 29°58′.24S 1

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

Paragraph 7.90 2 line(s) 9 *For* 29°57′.95S *Read* 29°57′.96S

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

Paragraph 7.90 3 line(s) 3 *For* 29°57′.95S *Read* 29°57′.96S

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

Paragraph 7.90 3 line(s) 9–10 *For* 29°57′.94S 71°21′.55W  
*Read* 29°57′.96S 71°21′.54W

ENC CL5CO005 [NP7–No 53–Wk 41/19]

## Chile – Coquimbo — Directions; major light

223

*After* Paragraph 7.106 1 line 11 *Insert*:

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

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

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

224

Paragraph 7.107 3 line 3 *For* ESE *Read* clear 1

*After* Paragraph 7.110 1 line 4 *Insert*:

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

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

## Chile – Punta Tortuga to Punta Totoralillo — Directions; major light

224

*After* Paragraph 7.118 1 line 9 *Insert*:

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

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

## Chile – Puerto Chañaral de las Animas — Anchorages; pilotage

235

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

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

No 1 (26°20′.65S 70°39′.75W);

No 2 (26°20′.17S 70°39′.77W);

No 3 (26°20′.90S 70°40′.40W);

No 4 (26°20′.20S 70°40′.40W);

No 5 (26°19′.50S 70°40′.40W).

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

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

## Chile – Bahía Chiquinata – Punta Gruesa — Prohibited area

258

*After* Paragraph 8.159 1 line 4 *Insert*:

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

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

## Chile – Bahía Chiquinata – Punta Gruesa — Prohibited area

260

*After* Paragraph 8.177 1 line 9 *Insert*:

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

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

## Chile – Iquique — Anchorages

260–261

Paragraph 8.187 1–3 *Replace by*:

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

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

No 1 20°11′.88S 70°09′.73W.

No 2 20°12′.02S 70°10′.07W.

No 3 20°12′.30S 70°10′.40W.

No 4 20°12′.80S 70°10′.30W.

No 5 20°13′.35S 70°10′.20W.

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

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

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

**Chile - Iquique — Directions; terminal****261***After Paragraph 8.196 2 Insert:***Approaches to Copec Terminal  
8.196a**

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

**Useful marks:**

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

Chilean Notice 6/45/19

**[NP7-No 44-Wk 28/19]**

Position	Designation	Remarks
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17°37'·69S 71°22'·31W	Tankers	
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17°36'·86S 71°22'·32W	General cargo vessels	
--------------------------	-----------------------	--

17°37'·25S 71°23'·21W	Dangerous cargo vessels	
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<sup>2</sup> 17°36'·33S 71°23'·21W	Quarantine	
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17°37'·87S 71°21'·58W	Peruvian Navy	Reserved area
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17°38'·48S 71°21'·05W	Industrial fishing craft	A wreck (17°38'·46S 71°21'·02W) is situated within this area. A light buoy (isolated danger) is moored on the S edge of the area.
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**Chile - Iquique — Berths****261***Paragraph 8.197 1 line(s) 5-8 Replace by:*

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

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

Chilean Notice 6/45/19

**[NP7-No 45-Wk 28/19]**

<sup>3</sup> 17°38'·43S 71°20'·83W	Food stuffs	A mooring buoy lies close N of the area
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17°36'·08S 71°22'·33W	Cargo Trans-shipment	
--------------------------	----------------------	--

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

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

**[NP7-No 37-Wk 22/19]****Peru - Matarani — Outer anchorages; directions****275***Paragraph 9.65 1 line(s) 6-7 For 17°00'·26S 72°07'·19W Read 16°58'·80S 72°07'·80W**Paragraph 9.70 1 line(s) 9 Replace by:*

...clear of...

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

**[NP7-No 38-Wk 22/19]****Chile - Arica — Anchorages****266***After paragraph 8.233 1 line 11 Add:*

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

ENC CL4TR010

**[NP7-No 56-Wk 43/19]****Peru - San Juan — Anchorage****279***After Paragraph 9.101 1 line 6 Insert:*

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

Peruvian Notice 1/14/19

**[NP7-No 24-Wk 09/19]****Chile - Arica — Pilotage****266***Paragraph 8.234 Replace by:*

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

Chilean Notice 9/70/19; ENCCL4TR010

**[NP7-No 54-Wk 42/19]****Peru - Approaches to Puerto San Nicolás — Anchorage; wreck****281***Paragraph 9.113 2 line(s) 3-4 Replace by:*

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

**[NP7-No 60-Wk 02/20]****Peru - Puerto Ilo — Outer anchorages****271***Paragraph 9.23 1-3 Replace by:*

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

# NP7

## Peru - Melchorita LNG Terminal — Port

289

After Paragraph 9.190 Insert:

### Melchorita LNG Terminal

#### General information

##### 9.190a

- 1 **Position and function.** Melchorita LNG Terminal (13°15'·55S 76°18'·77W) exports LNG from a production plant. Vessels of up to 170 000 m<sup>3</sup> capacity can be accommodated.

**Port Authority.** Hunt LNG Operating Company.  
Website: [www.perulng.com](http://www.perulng.com)

#### Limiting conditions

##### 9.190b

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

#### Arrival information

##### 9.190c

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

#### Harbour

##### 9.190d

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

#### Directions

##### 9.190e

- 1 **Entry Leading lights:**  
Front light (beacon) (13°15'·41S 76°18'·63W).  
Rear light (similar structure) (8 cables from front light).  
From the pilot boarding station, the alignment (095·3°) of the above lights leads through a channel, marked by light buoys (lateral), passing N of the NW head of the detached breakwater from where a light is exhibited. Thence course is altered as required to the berth.

- 2 **Departure Leading Lights:**

Front light (beacon) (13°15'·41S 76°18'·63W).  
Rear light (similar structure) (9½ cables from front light).

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

#### Berth

##### 9.190f

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

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

## Peru - Melchorita LNG Terminal — Port

290

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

### Spare 9.205

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

### Peru - Callao – Ensenada de Chorrillos — Anchorage

291

After Paragraph 9.218 4 line 3 Insert:

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

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

### Peru - Callao — Anchorages

291-292

Paragraph 9.215 *Replace by:*

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

No	Position	Designation	Remarks
1	12°01'·53S 77°11'·51W	Merchant vessels	
2	12°01'·51S 77°10'·09W	Fishing, Mining, Factory Vessels	A wreck lies in S part
2 3	12°02'·33S 77°09'·49W	Fishing vessels	Three dangerous wrecks lie in the area
4	12°01'·76S 77°09'·42W	Harbour vessels	
5	12°00'·74S 77°09'·98W	Laid up vessels	
3 6A	11°59'·49S 77°08'·67W	Fishing vessels	A submarine pipeline is laid on the S border
6B	12°00'·18S 77°09'·12W	Fishing vessels	
4 7	11°59'·48S 77°10'·60W	Nuclear powered vessels and any vessel carrying or holding radioactive material	
5 8	12°00'·57S 77°11'·32W	Tankers Oil and Gas and hazardous cargoes	A stranded wreck, surrounded by a restricted area radius 165 m marked by an isolated danger buoy, and a dangerous wreck lie in the E part



No	Position	Designation	Remarks	No	Position	Designation	Remarks
6 9	12°02'·10S 77°10'·90W	Pilot waiting area		4	12°01'·76S 77°09'·42W	Harbour vessels	
10	12°01'·00S 77°08'·90W	Vessels awaiting disposal		5	12°00'·74S 77°09'·98W	Lay-up vessels	
11	11°59'·48S 77°12'·07W	Security, Provisioning and Quarantine		3 6A	11°59'·49S 77°08'·67W	Fishing vessels	A stranded wreck lies on the NW limit. A submarine pipeline is laid on the S border
7 12	12°01'·24S 77°12'·92W	Fuel loading/unloading and lightening	A dangerous wreck lies near the centre of the area	6B	12°00'·18S 77°09'·12W	Fishing vessels	
A	12°03'·91S 77°09'·95W	Yacht Club		4 7	11°59'·48S 77°10'·60W	Nuclear powered vessels and any vessel carrying or holding radioactive material	
B	12°03'·75S 77°09'·96W	Recreational Vessels		5 8	12°00'·57S 77°11'·32W	Tankers Oil and Gas	A stranded wreck, surrounded by a restricted area radius 165 m marked by an isolated danger buoy, and a dangerous wreck lie in the E part
8 C	12°03'·84S 77°09'·82W	La Punta Yacht Club					
A	12°03'·73S 77°09'·73W	Marine School					
B	12°03'·65S 77°09'·50W	Hydrographic Vessels	Three wrecks and two mooring buoys lie in the area				
9 A	12°03'·28S 77°09'·29W	Fishing Vessels					
B	12°03'·40S 77°09'·22W	Harbour Vessels					
C	12°03'·49S 77°09'·18W	Tour Vessels		6 9	12°02'·10S 77°10'·90W	Pilot waiting area	
D	12°03'·77S 77°09'·27W	Small Craft		10	12°01'·00S 77°08'·90W	Vessels awaiting disposal	
Peruvian Notice 9/82/18 [NP7-No 7-Wk 49/18]				11	11°59'·48S 77°12'·07W	Security, Provisioning and Quarantine	
Peru - Callao — Outer anchorages; wrecks				7 12	12°01'·24S 77°12'·92W	Fuel loading/unloading	A dangerous wreck lies near the centre of the area
291-292				A	12°03'·91S 77°09'·95W	Yacht Club	
Paragraph 9.215 including existing Section IV Notice Week 49/18 Replace by:				B	12°03'·75S 77°09'·96W	Recreational vessels	A wreck, reported (2019), lies close off the N limit
1	Designated anchorages exist, for different classes of vessels, centred as follows:						
No	Position	Designation	Remarks	8 C	12°03'·84S 77°09'·82W	La Punta Yacht Club	
1	12°01'·53S 77°11'·51W	Merchant vessels		A	12°03'·73S 77°09'·73W	Marine School	
2	12°01'·51S 77°10'·09W	Fishing, Mining, Factory Vessel	A wreck lies in S part	B	12°03'·65S 77°09'·50W	Hydrographic vessels	Three wrecks and two mooring buoys lie in the area
2 3	12°02'·33S 77°09'·49W	Fishing vessels	Three dangerous wrecks lie in the area				

# NP7

## Peru - Puerto Huacho — Outer anchorage

No	Position	Designation	Remarks
9 A	12°03'·28S 77°09'·29W	Fishing vessels	
B	12°03'·40S 77°09'·22W	Harbour vessels	
C	12°03'·49S 77°09'·18W	Tour vessels	
D	12°03'·77S 77°09'·27W	Small craft	

300

Paragraph 10.35 1 lines 1–6 *Replace by:*

- 1 **Outer anchorage** may be obtained, in an area centred on 11°06'·51S 77°37'·75W, in depths of 16 to 18 m. Vessels awaiting a pilot may anchor in an area centred on 11°06'·91S 77°37'·19W.

Peruvian Notice 5/21/20

[NP7-No 102-Wk 27/20]

## Peru - Callao — Directions; wrecks

293

Peruvian Notice 8/59/18 and 8/60/18

[NP7-No 10-Wk 51/18]

Paragraph 9.225 3 line(s) 4–5 *Replace by:*

...(lateral), 6 cables W. Numerous dangerous wrecks lie in Bahía del Callao and within the entrance channel.

Peruvian Notice 3/14/20

[NP7-No 99-Wk 19/20]

## Peru - Bahía del Callao - La Pampilla — Prohibited area

299

Paragraph 10.92 1 *Replace by:*

After Paragraph 10.17 3 line 3 *Insert:*

**Prohibited Area.** Entry is prohibited into an area centred on 11°57'·72S 77°08'·36W.

Peruvian Notice 11/123/19

[NP7-No 61-Wk 02/20]

## Peru – Puerto Chancay — Anchorages

299

After Paragraph 10.28 1 line 4 *Insert:*

**Outer Anchorages** exist for different classes of vessel in designated anchorages as follows:

Merchant vessels (11°34'·37S 77°17'·37W) in depths of about 20 m,

- 2 Vessels awaiting a Pilot (11°34'·45S 77°16'·96W) in depths of about 16 m,

Small craft and fishing vessels over 30 gt (11°34'·30S 77°16'·89W) in depths of 12 to 15 m,

Small craft and fishing vessels under 30 gt (11°35'·00S 77°16'·42W) in depths of about 5 m.

- 3 The merchant vessel and the vessels awaiting a Pilot anchorages lie close to the prohibited anchorage area below.

Peruvian Notice 9/77/18

[NP7-No 8-Wk 49/18]

## Peru – Puerto Chancay — Berths

300

Paragraph 10.31 1 line 9 *Replace by:*

The pier is damaged and is no longer in use.

Peruvian Notice 9/76/18

[NP7-No 9-Wk 49/18]

- 1 Anchorage exists for different classes of vessels in designated areas as follows:

Anchorage	Position	Designation
No 1	9°04'·67S 78°36'·16W	Small craft
No 2	9°05'·00S 78°36'·62W	Leisure craft
No 3	9°05'·02S 78°36'·22W	Fishing vessels < 20 gt
No 4	9°05'·12S 78°35'·97W	Fishing vessels < 110 gt
No 5	9°05'·30S 78°35'·34W	Fishing vessels < 800 gt
No 6	9°05'·95S 78°34'·75W	Fishing vessels > 800 gt
No 8	9°06'·30S 78°36'·00W	Hazardous cargo
No 9	9°08'·17S 78°36'·44W	Vessels under repair
No 10	9°08'·55S 78°36'·40W	Quarantine
No 11	9°08'·14S 78°35'·73W	Lightening operations
No 14	9°08'·51S 78°35'·03W	Peruvian Navy

Peruvian Notices 12/142; 143; 144; 145/18

[NP7-No 20a-Wk 05/19]

**Peru – North-west coast – Chimbote —  
Berths; anchorage**

305

Paragraph 10.92 *1* including existing Section IV Notice Week 05/19 *Replace by:*

- 1* Anchorage exists for different classes of vessels in designated areas as follows:

<i>Anchorage</i>	<i>Position</i>	<i>Designation</i>
No 1	9°04'·67S 78°36'·16W	Small craft
No 2	9°05'·00S 78°36'·62W	Leisure craft
No 3	9°05'·02S 78°36'·22W	Fishing vessels < 20 gt
No 4	9°05'·12S 78°35'·97W	Fishing vessels < 110 gt
No 5	9°05'·30S 78°35'·34W	Fishing vessels < 800 gt
No 6	9°05'·95S 78°34'·75W	Fishing vessels > 800 gt
	9°06'·68S 78°36'·00W	Merchant vessels
No 8	9°06'·30S 78°36'·00W	Hazardous cargo
No 9	9°08'·17S 78°36'·44W	Vessels under repair
No 10	9°08'·55S 78°36'·40W	Quarantine
No 11	9°08'·14S 78°35'·73W	Lightening operations
No 14	9°08'·51S 78°35'·03W	Peruvian Navy

Peruvian Notice 2/035/19 [NP7-No 26-Wk 13/19]

**Peru - Chimbote — Anchorages**

305

Paragraph 10.92 *2* lines 1-2 *Replace by:*

- 2* Two anchorage areas for laid up vessels are also established NW of Muelle No 1 (10.93).

Offshore oil terminals are situated in the following positions:

Peruvian Notices 12/142; 143; 144; 145/18  
[NP7-No 20b-Wk 05/19]

**Peru - Bahía Coishco — Anchorages**

307

Paragraph 10.109 *1* lines 1-2 *Replace by:*

- 1* **Anchorage.** Two anchorage areas are established in the bay:  
Fishing vessels less than 1000 gt (9°00'·88S 78°38'·33W);  
Fishing vessels less than 50 gt (9°01'·03S 78°38'·11W).

**Moorings.** Five mooring buoys are moored in the SE part of the bay.

Peruvian Notices 12/142; 143; 144; 145/18  
[NP7-No 21-Wk 05/19]

**Peru – Salaverry —  
Arrival information; outer anchorages**

308

Paragraph 10.119 *1* line(s) 6-7 *For* 8°13'·48S 79°00'·33W  
*Read* 8°13'·45S 79°00'·40W

Paragraph 10.119 *2* line(s) 1-2 *For* 8°13'·99S 79°00'·33W  
*Read* 8°12'·55S 79°01'·00W

Paragraph 10.119 *2* line(s) 5-6 *Replace by:*

8°14'·00S Peruvian Navy vessels  
79°00'·35W

8°14'·47S Quarantine  
79°00'·42W

Peruvian Notices 3/51; 52/19 [NP7-No 33-Wk 18/19]

**Peru – North-west coast –  
Eten Offshore Terminal —  
Arrival information; anchorage**

313

Paragraph 10.170 *1* line(s) 3-5 *Replace by:*

**Outer anchorages.** A designated anchorage area, with depths of around 6 to 9 m, is centred on 6°55'·75S 79°52'·93W.

Anchorage may also be obtained about 9 cables W of Punta Eten (6°56'·88S 79°52'·02W) in charted depths of around 12 m.

Peruvian Notice 2/032(2)/19 [NP7-No 27-Wk 13/19]

**Peru – North-west coast – Pimentel —  
Arrival information; anchorage**

313

Paragraph 10.176 *1* line(s) 3-6 *Replace by:*

**Outer anchorages** exist, for different classes of vessels, in designated areas as follows:

<i>Position</i>	<i>Designation</i>
6°51'·25S 79°57'·75W	Vessels transferring hydrocarbons
6°50'·07S 79°58'·53W	Vessels of the Peruvian Navy
6°49'·90S 79°57'·30W	Immobilised vessels

Peruvian Notice 2/032(1 and 5)/19  
[NP7-No 28-Wk 13/19]

# NP7

## Peru – North-west coast – Santa Rosa — Anchorage

314

Paragraph 10.182 2 line(s) 5 and 6 *Replace by:*

**Anchorage** may be obtained in a designated area, centred on 6°52'·90S 79°56'·10W, in depths of around 7 to 8 m.

Peruvian Notice 2/032(3)/2019 [NP7-No 29-Wk 13/19]

## Peru – North-west coast - Pimentel - San José — Anchorages

314

Paragraph 10.183 3 line(s) 1-2 *Replace by:*

3 **Anchorage** may be obtained in a designated area, centred on 6°52'·90S 79°56'·10W, in depths of around 5 to 7 m, coarse sand. It is...

Peruvian Notice 2/32(4)/19 [NP7-No 30-Wk 13/19]

## Peru – Caleta Tierra Colorada — Anchorage

317

Paragraph 10.210 2 line(s) 6 *Replace by:*

...5°04'·15S 81°08'·63W, in depths from about 18 to 27 m,...

Peruvian Notices 3/40; 41/19 [NP7-No 34-Wk 18/19]

## Peru – Paita — Arrival information; outer anchorages

317

Paragraph 10.217 2 line(s) 11-12 *Replace by:*

5°04'·00S Fishing vessels  
81°07'·35W

Peruvian Notices 3/40; 41/19 [NP7-No 35-Wk 18/19]

## Peru - North-west coast - Talara — Outer anchorages

321

Paragraph 10.250 2 line(s) 3-4 *Replace by:*

4°32'·00S Barges and  
81°17'·65W tankers  
4°34'·08S Other vessels  
81°17'·13W

Peruvian Notice 2/30(9)/19 [NP7-No 31-Wk 13/19]

## Peru - Bahía Talara - Talara — Regulations concerning entry

321

*After Paragraph 10.253 1 line 5 Insert:*

**Maximum length** of a vessel that may manoeuvre in Puerto Talara roadstead must not exceed 200 m.

Peruvian Notice 7/39 SD5001/20

[NP7-No 107-Wk 38/20]

## Peru - Puerto Zorritos — Anchorage

324

*After Paragraph 10.288 2 line 7 Insert:*

A naval anchorage is centred on 3°38'·21S 80°39'·51W.

Peruvian Notice 1/5/19

[NP7-No 25-Wk 09/19]

## Ecuador - Outer approaches to Guayaquil - Golfo de Guayaquil — Directions

324

Paragraph 10.294 2 line(s) 5-7 *Replace by:*

Thence the track leads to the pilot boarding position for Rio Guayas in the vicinity of the Sea Light Buoy (2°44'·65S 80°24'·88W), S of Punta Chapoya (2°38'·47S 80°26'·12W) (11.29), or to the entrance to the DW approach channel, 17 miles SSW of Punta Chapoya.

GB Chart 586/20

[NP7-No 69-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Canal del Morro — Reference

327

Paragraph 11.9 1 line(s) 8 *For* (11.78) *Read* (11.76b)

GB Chart 586/20

[NP7-No 70-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Canal de Jambelí — Directions; wreck

328

*After Paragraph 11.21 1 line 10 Insert:*

Clear of a dangerous wreck (2°52'·95S 79°53'·92W), position approximate, thence:

GB Chart 586/20

[NP7-No 71-Wk 10/20]

## Ecuador - Outer approaches to Guayaquil - DW approach W of Isla Puná — Route

329

Paragraph 11.24 1 line(s) 4-5 *Replace by:*

...vicinity of Sea Light Buoy (2°44'·65S 80°24'·88W) S of Punta Chapoya (11.29) for the West approach, or continues SSE to the entrance to the DW approach channel, 17 miles SSW of Punta Chapoya.

GB Chart 586/20

[NP7-No 72-Wk 10/20]



**Ecuador - Outer approaches to Guayaquil -  
Golfo de Guayaquil — Directions**

329

Paragraph 11.29 3 line(s) 4-9 *Replace by:*

...exhibited.

Thence the track continues SE to a position about 10 miles S of Punta Chapoya (2°38'·47S 80°26'·12W) for the W approach, or continues SSE to the vicinity of the Sea Light Buoy (2°55'·11S 80°29'·91W), 17 miles SSW of Punta Chapoya for the DW SW approach.

GB Chart 586/20

[NP7-No 73-Wk 10/20]

**Ecuador - Punta Chapoya to Isla Santa Clara —  
Directions; light buoy; wreck**

330

Paragraph 11.33 1 line(s) 1-10 *Replace by:*

- 1 From a position S of Punta Chapoya (2°38'·47S 80°26'·12W) (11.29), in the vicinity of Sea Light Buoy (2°44'·65S 80°24'·88W), the track leads S, passing:  
W of Isla Puná (2°48'·05S 80°07'·41W). Shoal water extends up to 9 miles W of the island. Thence:
- 2 W of Sea Light Buoy (safe water) (2°55'·11S 80°29'·91W) marking the start of the DW channel (11.76b) to Guayaquil, thence:  
W of Punta Salinas (3°01'·71S 80°15'·23W).  
Thence the track continues to lead S to a position about 6 miles NNW of Isla Santa Clara (3°10'·42S 80°26'·31W) (11.15).

GB Chart 586/20

[NP7-No 74-Wk 10/20]

**Ecuador - Golfo de Guayaquil - Puerto Bolívar  
— Anchorage; pilotage; berthing**

330

Paragraph 11.41 including heading *Replace by:*

**Outer anchorages  
11.41**

- 1 A waiting anchorage area lies NNE of Canal de Santa Rosa Light Buoy (11.46), centred on 3°11'·12S 80°01'·69W.

**Pilotage  
11.41a**

- 1 Compulsory and available 24 hours. Pilot boards within the anchorage (11.41) or in the vicinity of Canal de Santa Rosa Light Buoy (11.46).

Paragraph 11.42 1 line(s) 1-2 *Replace by:*

- 1 The berthing area lies on the E bank of the river, fronting the town.

ENC EC510811 (2.000)

[NP7-No 103-Wk 28/20]

**Ecuador - Golfo de Guayaquil - Puerto Bolívar  
— Directions; entrance**

331

Paragraph 11.45 1 line(s) 3-4 *Replace by:*

...about 4 miles to the vicinity of Canal de Santa Rosa Light Buoy (11.46).

Paragraph 11.46 1-5 *Replace by:*

- 1 **Caution.** Fishing vessels may anchor between Punta Jambelí and Boca Jambelí.  
**Track.** From the vicinity of Canal de Santa Rosa Light Buoy (safe water) (3°11'·61S 80°01'·91W) the track leads SE, then SSE through the entrance channel, marked by light buoys (lateral), passing:  
ENE of Punta Jambelí (3°12'·64S 80°01'·67W), thence:
- 2 Through Boca Jambelí (3°12'·52S 80°00'·90W).  
Thence from a position between Nos 5 and 6 Light Buoys, the track, marked by the white sector (169·5°-170·5°) of Iglesia Light (church tower, 32 m in height) (3°16'·10S 80°00'·17W), continues generally S for about 2½ miles, passing:  
E of Estero Jambelí (3°14'·04S 80°01'·43W), and:
- 3 W of a shoal area whose W-most extent is marked by Enfilada SR1 and SR2 Beacons (both white metal and concrete structure, orange daymark, 9 m in height) (3°13'·93S 80°00'·33W and 3°14'·38S 80°00'·15W).  
Thence as required for the berths.

Paragraph 11.49 1-2 including heading *Replace by:*

**Spare  
11.49**

ENC EC510811 (2.000)

[NP7-No 104-Wk 28/20]

**Ecuador - Approaches to Guayaquil -  
Canal del Morro — Reference**

331

Paragraph 11.55 1 line(s) 7 *For* (11.78) *Read* (11.76b)

GB Chart 586/20

[NP7-No 75-Wk 10/20]

**Ecuador - Approaches to Guayaquil -  
Golfo de Guayaquil — Controlling depths**

332

After Paragraph 11.61 1 line 2 *Insert:*

In the SW approach (11.76b) to Canal del Morro, the least depth along the recommended track is about 12·0 m (2019) and in the W approach (11.77) it is about 10·5 m (2019).

The least charted depth on the recommended track through Canal de Cascajal (11.79) is 6·2 m.

GB Chart 586/20

[NP7-No 76-Wk 10/20]

# NP7

## Ecuador - Guayaquil — Vertical clearance

332

Paragraph 11.62 1 line 5 *Replace by:*

...deeper water of the river. Vertical clearance when the bridge is closed is 14 m. The W part of the bridge has collapsed (2018).

Ecuador Chart 1072

[NP7-No 17-Wk 02/19]

## Ecuador - Golfo de Guayaquil - Guayaquil — Vertical clearance

332

Paragraph 11.62 1 including existing Section IV Notice Week 02/19 *Replace by:*

- 1 A cable car (2°11'18S 79°52'05W) spans the river between the cities of Guayaquil and Durán. It has been reported that least vertical clearances range from 11 to 15 m.

Puente Santay (2°13'07S 79°52'99W), a foot and cycle bridge, spans Río Guayas from Guayaquil to Isla Santay (11.81). It is a double leaves bascule bridge, the opening span is towards the W over the deeper water of the river. Vertical clearance when the bridge is closed is 14 m.

The bridge is opened twice daily, dependent on the times of HW.

Ecuadorian Notice 49/B/19

[NP7-No 62-Wk 02/20]

## Ecuador - Golfo de Guayaquil - Guayaquil — Vertical clearance

332

Paragraph 11.62 1 including existing Section IV Notice Week 02/20 *Replace by:*

- 1 A cable car (2°11'18S 79°52'05W), under construction (2020), spans the river between the cities of Guayaquil and Durán with a least vertical clearance of 8.5 m. It has been reported that, on completion, vertical clearances will range from 10.1 to 13 m. Local authorities should be contacted for the latest information.

Puente Santay (2°13'07S 79°52'99W), a foot and cycle bridge, spans Río Guayas from Guayaquil to Isla Santay (11.81). It is a bascule bridge with the opening span towards the W over the deeper water of the river. Vertical clearance when the bridge is closed is 14 m.

The bridge is opened twice daily, dependent on the times of HW.

Ecuadorian Notice 11/A/20

[NP7-No 98-Wk 16/20]

## Ecuador - Guayaquil — Horizontal clearance

332

*After Paragraph 11.62 2 line 9 Insert:*

### Horizontal clearance

11.62a

- 1 Puente Santay (2°13'07S 79°52'99W) has a horizontal clearance of 53 m for the bascule section and 65 m for the fixed section.

Puente Rafael Mendoza Aviléz (2°09'50S 79°51'30W) has a horizontal clearance of 75 m.

Ecuadorian Chart 10720

[NP7-No 18-Wk 02/19]

## Ecuador - Approaches to Guayaquil - Golfo de Guayaquil — Outer anchorages

333

Paragraph 11.66 1 line(s) 1-6 *Replace by:*

- 1 Designated anchorages exist in Golfo de Guayaquil W of Sea Light Buoy (2°44'65S 80°24'88W):  
Large vessels centred on 2°43'44S 80°26'62W.  
Dangerous cargo centred on 2°47'43S 80°26'42W.  
For vessels awaiting transit through DW Channel:  
Centred on 2°56'15S 80°29'38W.  
Designated anchorages in Río Guayas see 11.84.

GB Chart 586/20

[NP7-No 77-Wk 10/20]

## Ecuador - Guayaquil — Arrival information; reference; traffic regulations

333

Paragraph 11.68 1 line(s) 2 *For (11.78) Read (11.76b)*

*After Paragraph 11.68 1 line 3 Insert:*

### Traffic regulations

11.68a

**Traffic separation scheme.** A traffic separation scheme is established in the entrance to Canal del Morro (11.76b). The traffic separation scheme is not IMO-adopted but the principles for the use of the routing system, as defined in Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)*, apply.

**Prohibited areas.** Anchorage is prohibited in the vicinity of submarine pipelines.

GB Chart 509/20

[NP7-No 78-Wk 10/20]

## Ecuador - Golfo de Guayaquil - Posorja — Development

334

Paragraph 11.73 2 line(s) 1-4 *Delete*

GB Chart 509/20

[NP7-No 79-Wk 10/20]

**Ecuador - Approaches to Guayaquil -  
Canal del Morro — Natural conditions; reference**

334

Paragraph 11.75 1 line(s) 4 *For* (11.78) *Read* (11.76b)

GB Chart 509/20

[NP7-No 80-Wk 10/20]

**Ecuador - Approaches to Guayaquil -  
Golfo de Guayaquil — Directions; approaches**

334

After Paragraph 11.76 2 line(s) 7 *Insert*:

**Approaches  
11.76a**

- 1 Guayaquil may be approached from the SW by a DW channel (11.76b); from the W passing S of Punta Chapoya (11.29); or E of Isla Puná through Canal de Jambelí (11.17), where certain restrictions apply.

**South-west approach  
11.76b**

- 1 **Deep water channel.** From a position about 17 miles SSW of Punta Chapoya (2°38'·47S 80°26'·12W) (11.29), in the vicinity of the Sea Light Buoy (safe water) (2°55'·11S 80°29'·91W), the track leads about 8½ miles ENE through a channel marked by light buoys (lateral) to a bank lying about 6 miles W of Punta Brava (2°53'·80S 79°51'·29W); the bank has depths of less than 4 m on each side of the channel.
- 2 Thence the white sector (066·4°-066·7°) of Subida Alta Light (white metal truncated structure, 12 m in height) (2°49'·05S 80°14'·76W) leads across the bank, to a position about 5½ miles from the light.
- Thence the track leads about 8 miles NE through the buoyed channel to a position 1½ miles SE of Punta del Morro (2°44'·59S 80°15'·32W), at the entrance to Canal del Morro (2°45'·20S 80°14'·20W) and TSS precautionary area, passing:
- 3 SE of a drying bank (2°49'·50S 80°19'·40W) upon which the sea breaks.

(Directions continue at 11.78)

GB Chart 509/20

[NP7-No 81-Wk 10/20]

**Ecuador - Guayaquil — Directions; wreck**

334

Paragraph 11.77 1 lines 1-3 *Replace by*:

- 1 From a position about 10 miles SW of Punta Chapoya (2°38'·47S 80°26'·12W), the track leads E to the Sea Light Buoy (safe water) (2°44'·65S 80°24'·88W) passing N of a dangerous wreck (2°45'·35S 80°25'·83W). Thence it continues E and then SE through a channel marked by leading...

ENC EC401070 Ed 4-000

[NP7-No 63-Wk 03/20]

**Ecuador - Outer approaches to Guayaquil -  
Golfo de Guayaquil — Directions**

334

Paragraph 11.77 1-3 including heading and existing Section IV Notice Week 03/20 *Replace by*:

**West approach  
11.77**

- 1 From a position about 10 miles SW of Punta Chapoya (2°38'·47S 80°26'·12W) (11.29), the track leads E to the Sea Light Buoy (safe water) (2°44'·65S 80°24'·88W), passing N of a dangerous wreck (2°45'·35S 80°25'·83W).

**Data de Posorja Leading Lights:**

- Front light (Data 1) (white metal structure, orange daymark, 10 m in height) (2°43'·32S 80°18'·15W).
- Rear light (Data 2) (similar structure, 23 m in height) (6½ cables from front light).
- 2 The alignment (079·2°) of these lights leads through the channel, marked by light buoys (lateral), for about 5½ miles to a position near Nos 6A and 7 Light Buoys (lateral) (2°43'·77S 80°19'·33W).
- 3 **Leading Lights A:**
- Front light (A1) (white concrete and metal structure, orange daymark, 11 m in height) (2°47'·56S 80°14'·57W).
- Rear light (A2) (white metal structure, orange daymark, 15 m in height) (1 mile from front light).
- 4 The alignment (131°) of these lights leads for about 4¾ miles through the channel, marked by light buoys, to a position 2 miles S of Punta del Morro.
- The track then leads in mid-channel, along the recommended track, to a position 1½ miles SE of Punta del Morro (2°44'·59S 80°15'·32W), at the entrance to Canal del Morro.

GB Chart 509/20

[NP7-No 82-Wk 10/20]

**Ecuador - Approaches to Guayaquil -  
Canal del Morro — Directions; rocks**

334

Paragraph 11.78 1-3 including heading *Replace by*:

**Passage through precautionary area  
11.78**

- 1 From a position 1½ miles SE of Punta del Morro (2°44'·59S 80°15'·32W), the track leads N through a precautionary area (2°45'·24S 80°14'·21W), passing:
- W of a rock (2°45'·93S 80°13'·85W), with a depth of 9·5 m, thence:
- E of a rock (2°45'·53S 80°14'·73W) with a depth of 9·3 m.
- Thence the track continues N to a position between Punta del Morro and Punta Trinchera (2°44'·34S 80°13'·25W).
- (Directions continue for Canal de Cascajal at 11.79)
- (Directions are given, for  
Puerto Marítimo de Guayaquil  
at 11.109 and for  
Posorja at 11.119e)

GB Chart 509/20

[NP7-No 83-Wk 10/20]

# NP7

## Ecuador - Approaches to Guayaquil - Canal del Morro to Punta Mandinga — Directions

334

Paragraph 11.79 2 line(s) 7-8 *Delete*

GB Chart 509/20

[NP7-No 84-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Punta Mandinga to Puerto Buenavista — Directions

334-335

Paragraph 11.80 1 line(s) 1-6 including continuation legend in brackets *Replace by:*

(continued from 11.21)

- 1 From a position NW of Punta Mandinga Light (2°44'·48S 79°54'·10W) (11.20), the recommended track, marked by light buoys (lateral), leads NNW, then generally N, passing:  
W of Isla Centinela (2°40'·35S 79°54'·78W), thence:

Paragraph 11.80 2 line(s) 5 *Replace by:*

...Buenavista (2°37'·30S 79°53'·08W).

GB Chart 511/18

[NP7-No 85-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Río Guayas - Isla Matorrillos — Directions; wreck

335

Paragraph 11.81 3 line(s) 1-3 *Replace by:*

- 3 Over a bar (2°24'·39S 79°50'·59W), 6 cables WNW of the N point of Isla Matorrillos (11.59), with depths of about 4 m. A stranded wreck (2°24'·23S 79°50'·20W) lies close NE. Thence:

Ecuadorian Chart 1073/18

[NP7-No 86-Wk 10/20]

## Ecuador - Guayaquil — Berths

335-336

Paragraph 11.86 *Replace by:*

- 1 **QC Terminales Ecuador** (2°14'·63S 79°52'·82W); 90 m in length; maximum LOA 176 m. Handling chemicals and dirty products.  
**Ecuagran Pier** (2°14'·56S 79°52'·88W); 108 m in length; maximum LOA 200 m.  
**Ecuabulk S.A. Pier** (2°14'·04S 79°53'·09W); maximum LOA 180 m; length of flat side 105 m. Handling clean products.  
2 **Industrial Molinera** (2°13'·10S 79°53'·13W); 90 m in length. Handling grains.  
**Muelle Municipal** (2°13'·65S 79°53'·15W); 200 m in length. Handling dry cargo.  
**Timsa** (2°14'·22S 79°53'·04W); 176 m in length; maximum LOA 200 m.

Ecuadorian Chart 10720

[NP7-No 19-Wk 02/19]

## Ecuador - Approaches to Guayaquil - Canal del Morro — Reference

337

Paragraph 11.97 1 line(s) 4 *For* (11.78) *Read* (11.76b)

GB Chart 509/20

[NP7-No 87-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Estero Salado and Estero Mogón — Anchorages

337

Paragraph 11.101 1 line(s) 1-7 *Replace by:*

- 1 Designated anchorages exist as follows:  
Explosives anchorage centred on 2°21'·20S 79°58'·45W;  
Explosives anchorage centred on 2°20'·20S 79°57'·55W;  
Quarantine anchorage in position 2°18'·55S 79°56'·40W.

## Anchorages in Estero Mogón 11.101a

- 1 Anchorage can be found in an area centred on 2°13'·94S 79°57'·91W, at the entrance to Estero Mogón, depth 27 m, sand and silt.

GB Chart 509/20

[NP7-No 88-Wk 10/20]

## Ecuador - Guayaquil - Estero del Muerto — Traffic regulations

337

After Paragraph 11.103 1 line(s) 1 *Insert:*

## Traffic regulations 11.103a

- 1 A restricted area surrounds the naval base (11.105) in Estero del Muerto; anchoring and stopping are prohibited.  
See also 11.68a.

GB Chart 510/20

[NP7-No 89-Wk 10/20]

## Ecuador - Isla Trinitaria - Guayaquil — Harbour

337

Paragraph 11.105 1 line(s) 1-7 *Replace by:*

- 1 The harbour is entered through Estero Santa Ana or by Estero del Muerto, W and E of Isla Trinitaria (2°17'·17S 79°54'·65W), respectively. The main berthing area lies NE of the island. Further berths, including Terminal Puerto Guayaquil (2°15'·01S 79°55'·65W) (11.116), are situated in Estero Santa Ana, which may also be accessed through Estero Salado. A naval base (2°15'·90S 79°54'·70W) and more terminals are situated in Estero del Muerto.

GB Charts 509/20; 510/20

[NP7-No 90-Wk 10/20]



**Ecuador - Approaches to Guayaquil -  
Canal del Morro to Roca Seiba —  
Directions; TSS**

**337-338**

Paragraph 11.110 1-3 *Replace by:*

- 1 **Track.** From a position between Punta del Morro and Punta Trinchera (2°44'·34S 80°13'·25W) the track leads N, through the appropriate traffic lane of the TSS, passing:  
W of Los Farallones (2°43'·92S 80°13'·40W) (11.79).  
The track then continues to lead N to a position in a precautionary area (2°41'·43S 80°13'·89W).
- 2 **Leading Lights B:**  
Front light (B1) (white metal structure, orange daymark, 10 m in height) (2°38'·15S 80°13'·68W).  
Rear light (B2) (similar structure, 26 m in height) (7 cables from front light).
- 3 From a position in the precautionary area, the alignment (003·8°) of these lights leads through Canal del Morro (11.76b), marked by light buoys (lateral) to a position 7 cables distant from the front light and about 8 cables SW of Roca Seiba (2°38'·27S 80°13'·17W), from which a light (white metal structure, orange band, 3 m in height) is exhibited.

GB Chart 509/20

[NP7-No 91-Wk 10/20]

**Ecuador - Approaches to Guayaquil -  
Roca Seiba to Punta Escalante — Directions**

**338**

Paragraph 11.111 1 line(s) 1-6 *Replace by:*

- 1 From a position about 8 cables SW of Roca Seiba (11.110), the recommended track, marked by light buoys (lateral), leads generally NE for 2½ miles, passing:  
  
Paragraph 11.111 2 line(s) 2 *For light Read light (C1)*  
  
Paragraph 11.111 2 line(s) 5 *For light Read light (C2)*  
  
Paragraph 11.111 3 line(s) 2 *For N Read S*

GB Chart 509/20

[NP7-No 92-Wk 10/20]

**Ecuador - Approaches to Guayaquil -  
Punta Escalante to Isla Santa Ana — Directions**

**338**

Paragraph 11.112 heading *Replace by:*

**Punta Escalante to Isla Santa Ana**

Paragraph 11.112 1 line(s) 8-9 *Replace by:*

WNW of Punta Brava (2°30'·22S 80°01'·78W),  
thence:  
WNW of a ruined, unlit tower D2 (2°29'·32S  
80°03'·51W).

Paragraph 11.112 2 line(s) 2 *For light Read light (E1)*

Paragraph 11.112 2 line(s) 5 *For Light Read light (E2)*

Paragraph 11.112 4 line(s) 7-8 *Replace by:*

The track leads to a position 5¾ cables SSW of F1 Light Beacon, WNW of Punta Samper (2°21'·90S 80°00'·29W).

The track then leads ENE for about 2 miles, and thence NE for another 2 miles, to a position SSW of the S end of Isla Santa Ana (2°18'·10S 79°57'·25W); a bank extends S, marked by a light buoy (preferred channel to starboard).

*(Directions continue for Estero Santa Ana to  
Puerto Marítimo de Guayaquil at 11.113  
and for Estero de Salado to  
Puerto Marítimo de Guayaquil at 11.113a)*

GB Chart 509/20

[NP7-No 93-Wk 10/20]

**Ecuador - Isla Santa Ana to  
Puerto Marítimo de Guayaquil — Directions**

**338**

Paragraph 11.113 1-2 including heading *Replace by:*

**Isla Santa Ana to Puerto Marítimo de Guayaquil  
11.113**

- 1 From a position SSW of the S end of Isla Santa Ana, the recommended track leads in mid-channel for about 3½ miles through Estero Santa Ana (2°18'·70S 79°56'·40W), to a position S of Isla Trinitaria (2°17'·17S 79°54'·65W). Approaching the port, vessels may pass either side of Isla Trinitaria, depending on the state of tide.
- 2 On an out-going stream pass SE and E of Isla Trinitaria and berth at the assigned quay starboard side to.  
  
On an in-going tide continue N, and pass W of Isla Trinitaria, and berth at the assigned quay port side to.  
**Caution.** For vessels continuing farther NNW toward the berths in Estero Santa Ana (11.116), the direction of buoyage changes in the vicinity of 2°16'·80S 79°55'·03W, NW of the N end of Isla Trinitaria.

*After Paragraph 11.113 2 Insert:*

**Estero Salado to Puerto Marítimo de Guayaquil  
(continued from 11.112)  
11.113a**

- 1 From a position SSW of the S end of Isla Santa Ana, the track leads generally N about 7 miles along the W side of Isla Santa Ana, through a channel marked by light buoys (lateral), to a position in the channel NW of the NW point of the island. Estero Mogón (11.101a) leads WNW and Estero Plano Seco (11.116b) leads NNW from Estero Salado; a tanker terminal is situated on the N side of the channel.
- 2 The track then leads ESE for about 7 cables to a position where Estera Salado meets Estero Santa Ana. The track then continues ESE and SSE to the berths in Estero Santa Ana.

GB Charts 509/20; 510/20

[NP7-No 94-Wk 10/20]

# NP7

## Ecuador - Isla Trinitaria - Guayaquil — Berths

338

Paragraph 11.115 1-3 *Replace by:*

- 1 The main berthing area lies NE of Isla Trinitaria. Berths are as follows:
  - Multipurpose terminal (2°16'·78S 79°54'·65W) comprising four berths, maximum depth of about 10 m alongside.
  - Container terminal (2°17'·02S 79°54'·10W) comprising five berths, maximum alongside depth of about 10 m.
- 2 Muelle Granalero (2°17'·09S 79°53'·86W) provides a bulk terminal pier 152 m in length. Mooring dolphins are provided at each end. It is used for handling vegetable oils and molasses.

GB Chart 510/20

[NP7-No 95-Wk 10/20]

## Ecuador - Puerto Marítimo De Guayaquil - Estero Santa Ana and Estero del Muerto — Berths

338

Paragraph 11.116 1 line(s) 1-5 *Replace by:*

- 1 Berths in Estero Santa Ana comprise a container terminal at Terminal Portuario de Guayaquil (TPG) (2°14'·83S 79°55'·74W) and a Banana Terminal (2°15'·19S 79°55'·63W).

After Paragraph 11.116 1 *Insert:*

### Estero del Muerto 11.116a

- 1 Main berths are as follows:
  - Multipurpose Berth (2°15'·30S 79°54'·57W); 288 m in length (388 m including dolphins). It has been reported that vessels up to 209 m LOA and 60 900 dwt can be accommodated.
- 2 Tanker Berth (2°15'·16S 79°54'·64W) is a T-shaped jetty with dolphins. It has been reported that vessels up to 97 m LOA and 5230 dwt can be accommodated.

### Tres Bocas Terminal 11.116b

- 1 A tanker terminal at Tres Bocas comprises a T-shaped jetty (2°13'·91S 79°57'·42W) with two berths and facilities for mooring mid-channel in Estero Plano Seco (2°13'·81S 79°57'·60W).

GB Chart 510/20

[NP7-No 96-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Posorja — Port

338

After Paragraph 11.119 1 line 1 *Insert:*

### Posorja

#### General information

##### 11.119a

- 1 **Position.** Posorja (2°42'·61S 80°14'·57W) lies on the W shore of Canal del Morro (11.76b).  
**Port Authority.** DP World, Edif. Trade Building, PB, Guayaquil.  
**Website.** [www.dpworldposorja.com.ec](http://www.dpworldposorja.com.ec)

#### Limiting conditions

##### 11.119b

- 1 **Controlling depth.** Depths in the approaches generally exceed 14·5 m.  
**Tidal levels.** Mean spring range about 2·3 m; mean neap range about 1·5 m.  
See information in *ADMIRALTY Tide Tables*.

#### Arrival information

##### 11.119c

- 1 **Outer anchorage.** See 11.99 and 11.100.  
**Pilotage.** See 11.67.  
**Traffic separation scheme.** See 11.68a.

#### Harbour

##### 11.119d

- 1 **Development.** Phase 2 of Posorja Port expansion is set to add a farther 400 m of wharfage when completed.

#### Directions for entering harbour

##### 11.119e

- 1 From a position 1½ miles NNW of Punta Trinchera (2°44'·34S 80°13'·25W), the track leads NNW through the appropriate traffic lane of the TSS to a precautionary area (2°41'·45S 80°14'·66W) off the berths.

#### Basins and berths

##### 11.119f

- 1 **Anchorage and moorings.** There are anchorage areas which lie between the TSS and the shore off Posorja.  
**Caution.** Mooring buoys lie within some of the anchorages.  
**Alongside berths.** The container berth is 400 m in length and can accept vessels with a maximum draught of 15 m.

GB Chart 509/20

[NP7-No 97-Wk 10/20]

## Ecuador - Approaches to Guayaquil - Posorja — Anchorages; wreck

338

Paragraph 11.119f 1 existing Section IV Notice No 97 Week 10/20 *Replace by:*

#### Basins and berths

##### 11.119f

- 1 **Anchorage and moorings.** There are anchorage areas which lie between the TSS and the shore off Posorja.

**Caution.** A dangerous wreck lies in position 2°42'·25S 80°14'·40W. Mooring buoys also lie within some of the anchorages.

**Alongside berths.** The container berth is 400 m in length and can accept vessels with a maximum draught of 15 m.

Ecuadorian Notice 45 A 20 [NP7-No 132-Wk 53/20]

#### Ecuador – Manta — Directions; light

341

After Paragraph 11.151 3 line 3 *Insert:*

Punta Jome Light (white round concrete tower, black diagonal stripes, 7 m in height) (0°57'·45S 80°49'·73W).

ENC EC300104/18 [NP7-No 11-Wk 51/18]

#### Ecuador – Manta — Directions; light

342

Paragraph 11.152 6 lines 4-5 *Replace by:*

...Punta Jome Light (11.151) is...

ENC EC300104/18 [NP7-No 12-Wk 51/18]

#### Ecuador - Monteverde — Pilotage; anchorages; berths

342

Paragraph 11.154 *Replace by:*

**General information.** Monteverde (2°03'·28S 80°44'·10W) is situated 15 miles NE of La Libertad. There is a jetty extending W from the town and a LPG terminal close S.

**Pilotage.** Pilot embarks/disembarks in the appropriate TSS lane.

**Directions.** The port is approached from W through a TSS, which is not IMO-adopted.

##### Useful marks:

Church (2°03'·41S 80°44'·05W).

Tanks (2°04'·09S 80°44'·12W).

Chimney (2°04'·63S 80°43'·71W).

**Anchorage is prohibited** within the turning area in the vicinity of the head of Muelle GLP.

**Berths.** Muelle de Inpeca (2°03'·27S 80°44'·25W) extends W from the shore. A dangerous wreck lies 1 cable SW of the head of the jetty. Muelle GLP (2°03'·97S 80°44'·98W) has two berths. North Berth is 42 m in length (310 m including dolphins), reported depth alongside 24 m, and can handle LPG vessels up to 75 000 dwt.

Ecuadorian Chart 10512/18 [NP7-No 15-Wk 02/19]

#### Ecuador – Manta — Directions; light

343

After Paragraph 11.168 1 line 8 *Insert:*

Punta Jome Light (0°57'·45S 80°49'·73W) (11.151).

ENC EC300104/18 [NP7-No 13-Wk 51/18]

#### Ecuador – Manta — Directions; light

343

After Paragraph 11.179 1 line 3 *Insert:*

Punta Jome Light (0°57'·45S 80°49'·73W) (11.151).

ENC EC300104/18 [NP7-No 14-Wk 51/18]

#### Ecuador - Esmeraldas — Anchorage; pilotage; traffic regulations

346

Paragraph 11.200 1 *Replace by:*

**Designated anchorages** exist:

Quarantine anchorage (1°03'·87N 79°45'·08W).

Pilot waiting area (1°03'·34N 79°42'·58W).

Anchorage	Latitude	Longitude	Remarks
A	1°01'·83N	79°40'·00W	Handysize tankers
B	1°01'·63N	79°40'·42W	Handysize tankers
C	1°01'·50N	79°41'·23W	Handysize tankers
D	1°02'·00N	79°41'·32W	Handysize tankers
E	1°02'·50N	79°41'·50W	Handysize tankers
F	1°02'·50N	79°42'·00W	Handysize tankers
G	1°02'·50N	79°42'·71W	Tankers
H	1°02'·50N	79°43'·00W	Aframax tankers
Q	1°02'·50N	79°43'·50W	Aframax and Suezmax tankers
R	1°02'·50N	79°44'·00W	Aframax and Suezmax tankers
S	1°02'·50N	79°44'·75W	VLCC and Suezmax tankers
V	1°02'·50N	79°45'·50W	VLCC and Suezmax tankers
Z	1°00'·95N	79°40'·17W	
1	1°02'·00N	79°46'·00W	Tankers

Ecuadorian Chart 1001 [NP7-No 22a-Wk 08/19]

# NP7

## Ecuador - Esmeraldas — Anchorages

346

Paragraph 11.200 *1* including Existing Section IV Notice Week 08/19 *Replace by:*

### *1* Designated anchorages exist:

Quarantine anchorage (1°03'·87N 79°45'·08W).  
Pilot waiting area (1°03'·34N 79°42'·58W).

Anchorage	Latitude	Longitude	Remarks
A	1°01'·83N	79°40'·00W	Handysize tankers
B	1°01'·63N	79°40'·42W	Handysize tankers
C	1°01'·50N	79°41'·23W	Handysize tankers
D	1°02'·00N	79°41'·32W	Handysize tankers
E	1°02'·50N	79°41'·50W	Handysize tankers
F	1°02'·50N	79°42'·00W	Handysize tankers
G	1°02'·50N	79°42'·71W	Tankers
H	1°02'·50N	79°43'·00W	Aframax tankers
Q	1°02'·50N	79°43'·50W	Aframax and Suezmax tankers
R	1°02'·50N	79°44'·00W	Aframax and Suezmax tankers
S	1°02'·50N	79°44'·75W	VLCC and Suezmax tankers
V	1°02'·50N	79°45'·50W	VLCC and Suezmax tankers
1	1°02'·00N	79°46'·00W	Tankers

GB Chart 2799

[NP7-No 32-Wk 16/19]

## Ecuador - Esmeraldas — Anchorage; pilotage; traffic regulations

346

Paragraph 11.201 *1-2* *Replace by:*

### *1* Compulsory, and available 24 hours. Pilot boards in the waiting area (11.200).

Paragraph 11.202 *1* *Replace by:*

### *1* Restricted area established around the Balao Terminal Area. It should not be entered without a pilot.

**Prohibited anchorages.** Anchorage is prohibited within an area S and SE of Balao Terminal; about 8 cables on each side of a submarine pipeline extending NW from Balao (11.195).

Ecuadorian Chart 1001

[NP7-No 22b-Wk 08/19]

## Ecuador - Esmeraldas — Directions; buoy

347

Paragraph 11.209 *3* line 7 *For WSW Read ENE*

Ecuadorian Chart 100100/18 [NP7-No 16-Wk 02/19]

## Ecuador - Approaches to Esmeraldas — Directions

347

Paragraph 11.209 *1-6* including existing Section IV Notice Week 02/19 *Replace by:*

### *1* Leading Lights E1 and E2:

Front light (metal structure with orange daymark, 9 m in height) (0°57'·39N 79°37'·93W).

Rear light (concrete structure with orange daymark, 8 m in height) (300 m from front light).

From a position N of Esmeraldas, the alignment (168°) of these lights leads SSE, through the entrance channel marked by light buoys and a light beacon, passing:

*2* Close WSW of a shoal, marked by No 1 Light Buoy (port hand) (1°00'·73N 79°38'·43W), and:

ENE of two rocky shoals, barely visible at LW, marked by No 2 Light Buoy (starboard hand) (1°00'·70N 79°39'·31W) moored close E, thence:

Close ENE of the shoal area extending N from the coast, marked by No 4 Light Buoy (1°00'·12N 79°38'·80W), thence:

*3* WSW of No 3 Light Beacon (green metal post, 3 m in height) (0°59'·83N 79°38'·04W), thence: ENE of the shoals surrounding the head of the breakwater, marked by a light buoy (E cardinal).

### *4* Leading Lights E3 and E4:

Front light (white structure, orange daymark, 9 m in height) (0°59'·27N 79°39'·56W).

Rear light (similar structure) (5 cables from front light).

The alignment (250°) of these lights leads WSW for about 5 cables, passing S of the head of the breakwater from which a light (red concrete tower, white top, 6 m in height) is exhibited. Thence into the commercial harbour basin.

### *5* Useful mark:

Punta Este (11.222), a small plateau 60 m high, bare of vegetation.

**Caution.** The buoyage in the area is unreliable; strong river currents may drag buoys from their charted positions.

Ecuadorian Charts 1001; 100100

[NP7-No 23-Wk 08/19]



**Colombia - Cabo Manglares —  
Marine reserve; prohibited area**

348

After Paragraph 11.220 1 line 3 *Insert:*

**Prohibited area  
11.220a**

- 1 The Cabo Manglares National Integrated Management District is a marine reserve established to protect the species and nesting beaches within the vicinity of Cabo Manglares (1°38'90N 78°59'92W). Within the reserve, industrial or mineral exploration and development is prohibited.

Colombian Government Resolution 2299/17  
[NP7-No 55-Wk 42/19]

**Colombia - West coast - Buenaventura —  
Directions; lights**

353

Paragraph 12.38 3 lines 3-4 *Delete*

ENC CO300306 (2.001) [NP7-No 116a-Wk 45/20]

**Colombia - West coast - Buenaventura —  
Directions; light**

353

Paragraph 12.38 3 lines 5-6 *Delete*

ENC CO500730 (7.003) [NP7-No 122-Wk 45/20]

**Colombia - West coast - Buenaventura —  
Directions; lights**

353

Paragraph 12.38 3 lines 7-8 *Delete*

ENC CO300306 (2.001) [NP7-No 116b-Wk 45/20]

**Colombia - Tumaco to Bahía Buenaventura -  
Isla Gorgonilla — Light**

353

Paragraph 12.38 2-4 including two existing Section IV Notices Wk 45/20 *Replace by:*

- 2 **Major lights:**  
Isla del Morro Light — as above.  
Pasacaballos Light (red tower, white band, 37 m in height) (2°26'93N 78°34'09W).  
Punta Coll Light (red tower, white bands, 19 m in height) (3°00'18N 78°10'02W).
- 3 Timbiqui Light (red tower, white band) (2°47'67N 77°45'76W).  
Canal de Juanchaco 'B' Light (3°54'91N 77°21'51W) (12.78).  
Canal de Juanchaco 'C' Light (3°55'51N 77°20'92W) (12.78).

Colombian Notice 167/20; UKHO  
[NP7-No 125-Wk 46/20]

**Colombia - West coast - Isla Gorgona —  
Directions; light**

353

Paragraph 12.38 2-4 including two existing Section IV Notices Week 45/20 and Section IV Notice Week 46/20  
*Replace by:*

- 2 **Major lights:**  
Isla del Morro Light — as above.  
Pasacaballos Light (red tower, white band, 37 m in height) (2°26'93N 78°34'09W).
- 3 Timbiqui Light (red tower, white band) (2°47'67N 77°45'76W).  
Canal de Juanchaco 'B' Light (3°54'91N 77°21'51W) (12.78).  
Canal de Juanchaco 'C' Light (3°55'51N 77°20'92W) (12.78).

Colombian Notices 167/20 and 174/20  
[NP7-No 128-Wk 49/20]

**Colombia - Punta Guascama to  
Bahía Buenaventura - Isla Gorgonilla —  
Directions; light**

354

Paragraph 12.40 2 line(s) 4-6 *Replace by:*

NW of Isla Gorgonilla (2°56'30N 78°12'85W),  
rocky, and:

Colombian Notice 167/20; UKHO  
[NP7-No 126-Wk 46/20]

**Colombia - West coast - Isla Gorgona —  
Directions; light**

354

Paragraph 12.40 3 line(s) 1-3 *Replace by:*

- 3 NW of Isla Gorgona (2°58'41N 78°10'86W)  
(12.44), thence:

Colombian Notice 174/20 [NP7-No 129-Wk 49/20]

**Colombia - West coast - Buenaventura —  
Directions; lights**

354

Paragraph 12.40 3 lines 6-7 *Replace by:*

Thence the track leads towards the fairway light buoy (3°47'64N 77°19'86W), W of Punta Soldado. Punta Soldado Light (red framework tower, white bands, 50 m in height) (3°48'52N 77°10'77W) is exhibited about 2 cables S of the point.

**Useful marks:**

Isla la Palma Light (3°54'13N 77°21'51W) (12.83).

ENC CO300306 (2.001) [NP7-No 117-Wk 45/20]

# NP7

## Colombia - West coast - Bahía de Buenaventura — Outer anchorages; wreck

355

Paragraph 12.53 1-2 *Replace by:*

1 Designated outer anchorages are as follows:

No	Position	Remarks
CP01-K	3°44'18N 77°19'35W	Explosives; depths from 13 to 19 m
CP01-J	3°45'23N 77°19'56W	Quarantine; Depths from 10 to 19 m
2 CP01-I	3°46'10N 77°19'58W	Depths from 11 to 20 m
CP01-H	3°49'35N 77°19'80W	Depths from 10 to 16 m

**Caution.** A dangerous wreck (3°49'27N 77°19'61W) lies within Anchorage CP01-H.

NAVAREA XII 334/19(22); GB Chart 2318

[NP7-No 46-Wk 36/19]

## Colombia - West coast - Buenaventura — Restricted area

355

After Paragraph 12.54 1 line(s) 8 *Insert:*

### Traffic regulations 12.54a

1 **Restricted area.** A restricted area encloses the naval base (3°54'01N 77°03'82W) on the N side of Estero Aguacate (12.63).

Colombian Notice 90/19

[NP7-No 36-Wk 21/19]

## Colombia - West coast - Buenaventura — Directions; lights

355

Paragraph 12.60 1 lines 7-9 *Delete*

ENC CO300306 (2.001)

[NP7-No 118a-Wk 45/20]

## Colombia - West coast - Buenaventura — Directions; light

355

Paragraph 12.60 2 lines 1-2 *Delete*

ENC CO500730 (7.003)

[NP7-No 123-Wk 45/20]

## Colombia - West coast - Buenaventura — Directions; lights

355

Paragraph 12.60 2 lines 3-4 *Delete*

ENC CO300306 (2.001)

[NP7-No 118b-Wk 45/20]

## Colombia - West coast - Buenaventura - Punta Soldado — Directions; lights

356

Paragraph 12.61 2 lines 5-9 *Replace by:*

The track continues generally ENE through the buoyed channel, passing NNE of Punta Soldado, from which a light (12.40) is exhibited, to a position SE of Punta Bazán (3°49'91N 77°10'98W). The point is low and wooded with a few houses, E limit of sandstone cliffs.

ENC CO300306 (2.001)

[NP7-No 119-Wk 45/20]

## Colombia - West coast - Buenaventura — Directions; light

356

Paragraph 12.62 1 *Replace by:*

1 From a position SE of Punta Bazán the track continues ENE for about 4¼ miles to a position NNW of Punta Limones (3°50'92N 77°06'36W). Thence the blue sector (049°5'-052°5') of La Pilota Light, Isla Cascajal (silver water tower, 30 m in height) (3°53'01N 77°04'19W) leads NE for about 1½ miles to a position ESE of Punta Arena (3°52'32N 77°06'46W).

ENC CO500730 (7.003)

[NP7-No 124-Wk 45/20]

## Colombia - West coast - Bahía de Buenaventura — Inner anchorages

356

Paragraph 12.65 1 line(s) 1-3 *Replace by:*

1 Designated inner anchorages are as follows:

No	Position	Remarks
CP01-G	3°49'04N 77°11'40W	Depths from 8 to 13 m
CP01-F	3°49'62N 77°09'30W	Depths from 8 to 12 m
CP01-E	3°50'50N 77°08'34W	Depths from 7 to 8 m
2 CP01-D	3°50'92N 77°07'32W	Depths from 6 to 9 m
CP01-C	3°51'63N 77°06'20W	Depths from 7 to 12 m
CP01-B	3°52'53N 77°05'45W	Depths from 5 to 9 m
CP01-A	3°53'28N 77°05'27W	Depths from 6 to 12 m

NAVAREA XII 334/19(22); GB Chart 2318

[NP7-No 47-Wk 36/19]

**Colombia - Buenaventura —  
Anchorages; obstructions**

356

Paragraph 12.65 including existing Section IV Notice  
Week 36/19 *Replace by:*

1 Designated inner anchorages are as follows:

No	Position	Remarks
CP01-G	3°49'·04N 77°11'·40W	Depths from 8 to 13 m
CP01-F	3°49'·62N 77°09'·30W	Depths from 8 to 12 m
CP01-E	3°50'·50N 77°08'·34W	Depths from 7 to 8 m
2 CP01-D	3°50'·92N 77°07'·32W	Depths from 6 to 9 m
CP01-C	3°51'·63N 77°06'·20W	Depths from 7 to 12 m
CP01-B	3°52'·53N 77°05'·45W	Depths from 5 to 9 m
CP01-A	3°53'·28N 77°05'·27W	Depths from 6 to 12 m

3 **Caution.** A number of obstructions are charted  
within the anchorage areas.

ENC CO400153 [NP7-No 68-Wk 06/20]

**Colombia - West coast - Buenaventura —  
Directions; lights**

357

Paragraph 12.78 2 lines 2-4 *Delete*

ENC CO300306 (2.001) [NP7-No 120-Wk 45/20]

**Colombia - Buenaventura -  
Bahía de Málaga — Light buoy**

357

Paragraph 12.82 2 line(s) 1-5 *Replace by:*

2 **Route.** From a position WSW of Bahía de Málaga  
Light Buoy (3°54'·76N 77°25'·92W) off Bahía de  
Málaga, the route leads E and NE, for about 12 miles  
to a position S of a naval base (3°58'·47N  
77°19'·51W), S of Punta Alta.

ENC CO300306 [NP7-No 42-Wk 25/19]

**Colombia - Buenaventura - Bahía de Málaga —  
Directions; light buoy**

357

Paragraph 12.83 1 line(s) 7 *For* (3°53'·98N 77°25'·98W)  
*Read* (3°54'·76N 77°25'·92W)

ENC CO300306 [NP7-No 43-Wk 25/19]

**Colombia - West coast - Buenaventura -  
Isla la Palma — Directions; lights**

358

Paragraph 12.83 3 lines 4-9 *Replace by:*

NNW of B Light Beacon (white structure, 15 m in  
height) (3°54'·91N 77°21'·51W) which stands  
1 cable N of Isla la Palma. Isla la Palma Light (red  
framework tower, white bands) (3°54'·13N  
77°21'·51W) is exhibited from the S of the island.  
There are strong currents in the vicinity, see  
12.82. Thence:

ENC CO300306 (2.001) [NP7-No 121-Wk 45/20]

**Panama - Gulf of Panama -  
Isla Taboga — Anchorage**

363

Paragraph 13.18 1-3 *Replace by:*

1 **Position and function.** Isla Taboga (8°47'·50N  
79°33'·34W), wooded except on N face of SE ridge, is  
mainly used as a bunkering anchorage.

**Port Authority.** Autoridad Portuaria Nacional,  
Apdo 8062, Panamá 7, Panamá.

**Pilotage** is not compulsory. Pilot boards at Balboa  
anchorage.

**Directions.** For the channel NE of Isla Taboga see  
13.21.

2 **Useful marks:**

Towers (8°47'·25N 79°33'·72W).

Church (8°47'·69N 79°33'·33W).

**Anchorages.** Designated anchorages are as  
follows:

G1-G5 anchor berths (8°49'·14N 79°35'·03W);  
radius from 350 to 555 m; vessels greater than  
500 gt and less than 300 m LOA;

3 TM1-TM3 anchor berths (8°47'·89N 79°34'·95W);  
radius 555 m; vessels greater than 500 gt and  
less than 300 m LOA.

Further anchorages for bunkering have been  
reported as follows:

Vicinity of 8°47'·40N 79°31'·80W, in a depth of about  
31 m;

Vicinity of 8°48'·55N 79°33'·70W;

Vicinity of 8°48'·85N 79°31'·30W;

Vicinity of 8°45'·95N 79°32'·40W.

4 Anchorage may also be obtained about 3½ cables  
NE of Taboga village (8°47'·65N 79°33'·27W) in a  
depth of 18 m.

**Other facilities.** Medical.

*After* Paragraph 13.19 1 line 9 *Insert:*

**Anchorage.** See 13.18.

*After* Paragraph 13.20 1 line 5 *Insert:*

**Anchorage.** See 13.18.

Panama Maritime Authority [NP7-No 101-Wk 27/20]

# NP7

## Panamá - Gulf of Panamá - Balboa — Cruise terminal

365

After Paragraph 13.38 2 line 6 *Insert*:

### Development

#### 13.38a

- 1 A cruise terminal (8°55'·15N 79°31'·10W) is under construction (2019) on Isla Perico (13.43). When completed, it will consist of a pier with two berths protected by a breakwater to the E, extending NNE from an area of reclaimed land on the NE coast of the island. Planned depth alongside will be 11·3 m.
- 2 The pier will be approached from the SE along a channel with a planned depth of 12·3 m and marked by light buoys (lateral), to a turning circle to the N of the pier. A light buoy (safe water) will mark entry to the channel.

Panama Amador Port Operations

[NP7-No 39-Wk 22/19]

## Panamá - Gulf of Panamá - Balboa - Isla Perico — Cruise terminal

365

Paragraph 13.38a including heading and existing Section IV Notice Week 22/19 *Delete*

ENC PA6CP004 (1.000).

[NP7-No 112-Wk 40/20]

## Panamá - Gulf of Panamá - Balboa - Isla Perico — Cruise terminal

367

After Paragraph 13.54 1 line 4 *Insert*:

### Panamá Cruise Terminal

#### General information

##### 13.54a

- 1 **Position and function.** A cruise terminal (8°55'·15N 79°31'·10W) lies on reclaimed land on the NE side of Isla Perico (13.43).  
**Port authority.** See 13.24.

#### Limiting conditions

##### 13.54b

- 1 **Controlling depth.** The entrance channel and the swinging area are dredged to 11·8 m. The basin is dredged to 10·6 m. The port authority should be contacted for the latest information.  
**Tidal levels.** See 13.27.

#### Arrival information

##### 13.54c

- 1 **Outer anchorages.** See 13.31.  
**Restricted area.** An area containing submarine cables exists ENE of Isla Perico, where anchoring, trawling or dredging are prohibited.

### Harbour

#### 13.54d

- 1 **General layout.** The terminal consists of a pier extended by dolphins, protected by a breakwater to the E.

**Development.** The terminal is still undergoing development (2020).

### Directions

#### 13.54e

##### 1 Landmarks:

Isla Flamenco (8°54'·55N 79°31'·23W) (13.40).  
Cerro Ancón (8°57'·34N 79°32'·98W) (13.40).  
Bridge of the Americas (8°56'·59N 79°33'·89W) (13.26).

##### Major lights:

Isla Boná Light (8°34'·16N 79°35'·34W) (13.13).  
Peñón Limoncille Light (8°44'·59N 79°34'·62W) (13.13).  
Isla Taboguilla Light (8°48'·28N 79°30'·58W) (13.13).  
Isla Flamenco Light (8°54'·44N 79°31'·25W) (13.13).  
Isla Chepillo Light (8°57'·09N 79°07'·66W) (13.13).

2

**Approach and entry.** From a position E of Isla Flamenco (13.40), the track leads NW through the dredged channel. The chart is sufficient guide.

### Berths

#### 13.54f

- 1 The pier has two berths; least dredged depth alongside 10·6 m.

ENC PA6CP004 (1.000).

[NP7-No 113-Wk 40/20]

## Panamá - Gulf of Panamá - Puerto de Panamá — Anchorage

367

Paragraph 13.57 1 line(s) 5-9 *Replace by*:

...the year.

Anchorage may also be obtained about 1 mile ENE of SE Bastion (8°57'·00N 79°31'·92W), in depths of about 3·1 m.

**Restricted area.** See 13.54c.

Paragraph 13.57 2 line(s) 1-3 *Delete*

ENC PA6CP004 (1.000).

[NP7-No 114-Wk 40/20]

## NP7A South America Pilot Volume 4 (2018 Edition)

### Brazil - North coast - Cabo Orange — Directions; light

59

Paragraph 2.10 1 including heading *Replace by*:

### Spare

#### 2.10

Paragraph 2.11 2 lines 1-2 *Replace by*:

- 2 NE of Cabo Orange (4°26'·44N 51°31'·82W).  
The cape is...

Brazilian Notice 15/157(P)/19 [NP7A-No 42-Wk 40/19]



**French Guiana - Fleuve Kourou and approaches  
- Îles du Salut — Anchorage**

64

Paragraph 2.50 *5* lines 6 *Replace by:*

...(5°18'72N 52°38'11W), 3 miles WNW of Île Royale.

UKHO [NP7A-No 56-Wk 40/20]

**French Guiana - Fleuve Kourou and approaches  
- Îles du Salut — Anchorage**

65

Paragraph 2.56 *1* lines 1-5 *Replace by:*

- 1* **Anchorage.** There are designated anchorages for oil tankers (5°16'95N 52°35'88W) and passenger vessels (5°16'65N 52°35'40W) on the S side of Île Royale.

Paragraph 2.56 *4* lines 5-6 *Replace by:*

...anchorages the alignment (062°) of the following leading lights leads towards the pier, keeping clear of numerous charted obstructions:

French Guiana Chart 7481 Ed. 4 (2020)  
[NP7A-No 57-Wk 40/20]

**Suriname - Approaches to Suriname River —  
Ship to ship transfer areas**

68

*After* Paragraph 2.78 *1* line 4 *Insert:*

**Ship to ship transfers  
2.78a**

- 1* STS operations may be carried out at designated locations, as follows;

Name	Draught	Position centred on
C	8 m or less	6°11'52N 55°19'83W
D	10 m or less	6°11'88N 55°19'83W

Suriname Notice 23/2019P [NP7A-No 32-Wk 18/19]

**Guyana - Georgetown -  
Approach to Demerara River — Depth**

79

Paragraph 2.158 *1* line(s) 4-5 *Replace by:*

...to change. A channel, partially dredged to a depth of about 5.0 m, leads through the mudflat and bar...

GB Chart 519 [NP7A-No 28-Wk 17/19]

**Guyana - George Town and Demerara River —  
Under keel clearance**

79

*After* Paragraph 2.158 *2* line 7 *Insert:*

**Under-keel clearance  
2.158a**

- 1* The Maritime Administration recommends minimum under-keel allowances of 0.7 m at spring tides and 0.6 m at neap tides.

Guyanese Notice 72/20 [NP7A-No 64-Wk 52/20]

**Guyana - George Town and Demerara River —  
Navigable width**

79

Paragraph 2.159 *1* lines 1-4 *Replace by:*

- 1* Demerara Harbour Bridge (6°46'33N 58°11'32W), a pontoon bridge, situated 2 miles S of Vreed En Hoop, has two central retraction sections which provide an opening 54.93 m wide for ocean-going vessels.

Guyanese Notice 70/20 [NP7A-No 63-Wk 52/20]

**Guyana - Georgetown - Demerara River —  
Pilotage**

79

Paragraph 2.163 *1* line(s) 2-3 *Replace by:*

The pilot boards at 6°56'97N 58°03'55W, in the vicinity of the Fairway Light Buoy (2.161).

ENC GB400533 [NP7A-No 29-Wk 17/19]

**Guyana - Georgetown - Approach to  
Demerara River — Directions; pilotage; wrecks**

81-82

Paragraph 2.172 *2* line(s) 1-2 *Replace by:*

- 2* SE of the pilot boarding area (6°56'97N 58°03'55W) at the SW end of the quarantine...

Paragraph 2.172 *6* line(s) 1-11 *Replace by:*

- 6* For vessels bound for the berths above the pontoon bridge (2.159), the track continues S until within about 1 mile of the bridge, keeping clear of several obstructions and wrecks within the channel. Thence the track leads SSW under the bridge.  
(Directions continue for Linden at 2.181)

GB Chart 519; ENC GB400533  
[NP7A-No 30-Wk 17/19]

**Guyana - Georgetown — Anchorages; caution**

82

Paragraph 2.173 *1* line(s) 2-4 *Replace by:*

...anchor berths, designated A to E. They have a least depth of 6 m and good holding ground of soft mud.

# NP7A

**Caution.** There are a number of wrecks and obstructions within the vicinity of the anchorages.

GB Chart 519

[NP7A-No 31-Wk 17/19]

## Guyana - Essequibo River — Directions; wreck

84

After Paragraph 2.200 2 line 6 *Insert:*

SE of a dangerous wreck (7°02'·37N 58°11'·57W)  
marked by a buoy (isolated danger), thence:

Guyanan Notice 79/19

[NP7A-No 43-Wk 44/19]

## Guyana - Essequibo River entrance — Directions; wreck

85

After Paragraph 2.200 4 line(s) 2 *Insert:*

NW of a dangerous wreck (6°54'·46N 58°22'·20W),  
and:

Paragraph 2.200 4 line(s) 7 *For* 6°54'·46N 58°22'·21W  
*Read* 6°54'·04N 58°22'·22W

GB Chart 527/19

[NP7A-No 27-Wk 16/19]

## Guyana - Waini River — Directions; wreck

90

Paragraph 2.234 2 line 5 *Replace by:*

...(red and yellow stripes).  
A dangerous wreck (8°26'·90N 59°48'·42W)  
reported (2018).

UKHO

[NP7A-No 18-Wk 01/19]

## Venezuela - Boca Grande - South Channel — Light buoy

93

Paragraph 3.3 1 line 4 *Replace by:*

...New Barima Channel, starting within the precautionary  
area (8°55'·65N 60°12'·00W); the pilot boards by  
helicopter.

Paragraph 3.3 2 line 9 *Replace by:*

...least 1 mile seaward of the precautionary area or 'EO'  
Light...

Paragraph 3.3 3 lines 4-5 *Replace by:*

...(3.19), on VHF Channel 16 of the time of entering the  
precautionary area and of the ETA off the pilot station,  
giving...

ENC VE400701/18

[NP7A-No 1-Wk 51/18]

## Venezuela - Boca Grande - South Channel — Light buoy

94

Paragraph 3.10 1 lines 1-3 *Replace by:*

1 Punta Barima (8°35'·66N 60°25'·46W) 52 27

ENC VE400701/18

[NP7A-No 2-Wk 51/18]

## Venezuela - Boca Grande - South Channel — Light buoy; precautionary area

94

Paragraph 3.11 1 lines 4-5 *Replace by:*

...to the vicinity of the precautionary area (8°55'·65N  
60°12'·00W), thence through a dredged channel,...

ENC VE400701/18

[NP7A-No 3-Wk 51/18]

## Venezuela - Boca Grande - South Channel — Controlling depths

95

Paragraph 3.14 1-2 *Replace by:*

1 The South Channel is maintained at a depth of  
9·8 m (2018). The daily bulletin of authorised draughts,  
published in Spanish and English by Puerto Ordaz  
Port Authority, should be consulted for navigation in  
Río Orinoco. This maximum draught is subject to the  
draught assigned to a vessel on its maximum fresh  
water loadline. Low river season is December to May.

ENC VE400701/18

[NP7A-No 4-Wk 51/18]

## Venezuela - Río Orinoco - Boca Grande - South Channel — Aids to navigation; light buoy

95

Paragraph 3.17 1 lines 6-8 *Replace by:*

...from the seaward end of the dredged channel in the  
vicinity of 8°55'·75N 60°11'·40W.

GB Chart 3320 Ed.2 (2019)

[NP7A-No 52-Wk 11/20]

## Venezuela - Boca Grande - South Channel — Directions; wreck; light buoy

95

Paragraph 3.19 1 lines 1-10 *Replace by:*

1 From the vicinity of 9°06'·00N 60°00'·00W, the track  
leads SW, passing:  
NW of a dangerous wreck (8°56'·89N 60°07'·91W),  
position approximate, thence:  
NW of Delta del Orinoco Light Buoy (safe water)  
(8°56'·77N 60°09'·46W), thence:

ENC VE400701/18

[NP7A-No 5a-Wk 51/18]

**Venezuela - Río Orinoco - Boca Grande -  
South Channel — Directions; light buoy**

95

Paragraph 3.19 *1* existing Section IV Notice Week 51/18  
*Replace by:*

- 1* From the vicinity of 9°06'·00N 60°00'·00W, the track leads SW, passing:  
NW of a dangerous wreck (8°56'·89N 60°07'·91W), position approximate.

ENC VE300700 (1.000) [NP7A-No 53-Wk 11/20]

**Venezuela - Río Orinoco - Boca Grande -  
South Channel — Directions; light buoy**

95

Paragraph 3.19 *2* line 1 *Replace by:*

- 2* The track then leads to the precautionary area and through the dredged channel,...

ENC VE400701/18 [NP7A-No 5b-Wk 51/18]

**Venezuela - Río Grande -  
San Felix — Directions; leading lights**

98

Paragraph 3.31 *1* lines 3–8 *Replace by:*

...Puerto de Palúa (3.39) and Puerto Ordaz (3.45).

ENC VE400701/18 [NP7A-No 6-Wk 51/18]

**Venezuela - Río Orinoco — Anchorages**

98

Paragraph 3.33 *1* including heading *Replace by:*

**Punta Ibacuajarina  
3.33**

- 1* Anchorage can be obtained within an area centred on 8°36'·35N 60°45'·57W, 2¼ miles W of Punta Ibacuajarina (3.27).

**Isla Pagayos  
3.33a**

- 1* Anchorage may be obtained within a designated area centred on 8°29'·82N 61°04'·96W, 4½ miles WSW of Isla Pagayos (3.27). Depths from 17 to 21 m.

**Isla Portuguesa  
3.33b**

- 1* Anchorage may be obtained within a designated area centred on 8°36'·26N 61°44'·60W, 3 miles E of Isla Portuguesa (3.28). Depths from 21 to 27 m.

ENC VE400707;VE400710;VE400715;VE400718/18  
[NP7A-No 7-Wk 51/18]

**Venezuela - Río Orinoco -  
Punta de Piedra — Anchorage**

98

Paragraph 3.34 *1* *Replace by:*

- 1* Anchorage can be obtained within an area (8°35'·78N 62°14'·94W) near the NW bank of the river, 1 mile NNE of Punta Cabrian (8°34'·80N 62°15'·48W), in depths of 10 to 30 m.

ENC VE400719/18 [NP7A-No 8-Wk 51/18]

**Venezuela - Río Orinoco -  
Los Castillos — Anchorage**

98

Paragraph 3.35 *1* *Replace by:*

- 1* Anchorage can be obtained within an area (8°31'·60N 62°23'·05W) near the SE bank of the river 1½ miles NE of Los Castillos (3.29) in depths of 12 to 26 m.

ENC VE400720/18 [NP7A-No 9-Wk 51/18]

**Venezuela - Río Orinoco -  
San Félix — Anchorages**

98

Paragraph 3.36 *1* *Replace by:*

- 1* Anchorage can be obtained within two areas centred on 8°24'·35N 62°38'·60W and 8°23'·43N 62°39'·35W, about 5 miles SW of Punta Aramaya (3.29). Vessels anchor here if waiting to berth alongside at San Félix (3.38), Puerto de Palúa (3.39) or Puerto Ordaz (3.45).

ENC VE400723/18 [NP7A-No 10-Wk 51/18]

**Venezuela - Río Orinoco -  
San Félix — Directions; leading light**

98

Paragraph 3.39 *2* *Replace by:*

- 2* **Directions for entering harbour.** The terminal is accessed via the channel described at 3.31. An approach channel then leads S off the main channel to the berth; a light (green post) (8°21'·90N 62°41'·60W) is exhibited from the loading wharf.

ENC VE400723/18 [NP7A-No 11-Wk 51/18]

**Venezuela - Río Orinoco -  
Puerto Matanzas — Anchorage**

99

Paragraph 3.51 *1* lines 1–3 *Replace by:*

- 1* **Anchorage.** Vessels awaiting a berth may anchor in a designated area (8°19'·95N 62°48'·42W) N of Punta Cuchillo (3.30), or in a designated area (8°16'·95N 62°51'·66W) W of the berth.

ENC VE400724/18 [NP7A-No 12-Wk 51/18]

# NP7A

## Trinidad and Tobago - Gulf of Paria - Chaguaramas bay — Pilotage

116

Paragraph 4.94 *2 Replace by:*

- 2 Pilotage.** For commercial vessels pilotage is compulsory. Pilots board at 10°39'·00N 61°38'·50W, SW of Cronstadt Island. Pilots are provided by Port of Spain. For details see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Trinidad and Tobago Notice 33/19

[NP7A-No 26-Wk 11/19]

## Venezuela - Gulf of Paria - Puerto de Guiría — Anchorages

129

Paragraph 4.218 *1 lines 1–3 Replace by:*

- 1 Outer anchorage.** Vessels may obtain anchorage in two designated areas:  
Anchorage Alpha (10°30'·00N 62°15'·00W) with depths of about 15 m, in mud;  
Anchorage Bravo (10°35'·00N 62°11'·50W), with depths from 11 to 15 m, good holding in mud.

Venezuelan ENC VE300600

[NP7A-No 22-Wk 09/19]

## Venezuela - Cumaná — Directions; light

154

Paragraph 5.92 *1 lines 6–7 Replace by:*

Cumaná Landfall Light (10°28'·08N 64°11'·51W) (5.106).

Venezuelan Notice 63/19

[NP7A-No 44-Wk 47/19]

## Venezuela - Cumaná — Directions; light

155

Paragraph 5.100 *2 lines 4–5 Replace by:*

Cumaná Landfall Light (10°28'·08N 64°11'·51W) (5.106).

Paragraph 5.106 *1 lines 8–10 Replace by:*

Cumaná Landfall Light (orange GRP tower on white building, 20 m in height) (10°28'·08N 64°11'·51W).

Venezuelan Notice 63/19

[NP7A-No 45-Wk 47/19]

## Venezuela - Cumaná — Directions; light

156

Paragraph 5.113 *2 lines 6–7 Replace by:*

Cumaná Landfall Light (10°28'·08N 64°11'·51W) (5.106).

Venezuelan Notice 63/19

[NP7A-No 46-Wk 47/19]

## Venezuela - Bahía de Pozuelos — Directions

160

Paragraph 5.134 *2 line 9 Delete*

Paragraph 5.134 *3 Replace by:*

- 3** The track then continues to lead SSE to a position about 1¼ miles NNE of the N extremity of Morro de Barcelona (10°12'·70N 64°42'·56W), rocky and covered with dense cactus. A tank stands on the summit and a light buoy (N cardinal) (10°13'·87N 64°42'·32W) marks the extremity of the bank which extends N from Morro de Barcelona.

*(Directions are given for Los Cocos at 5.138a)*

Thence the track leads E to a position S of Punta Baregán (10°15'·34N 64°38'·47W), passing N of a light buoy (isolated danger) (10°14'·94N 64°38'·95W).

- 4 Useful marks:**

Islas Los Borrachitos Light (orange six-sided GRP tower, white band, 6 m in height) (10°15'·14N 64°45'·66W).

Several silos (10°14'·76N 64°33'·34W) at the cement terminal on the E side of Bahía de Pertigalete.

*(Directions are given for Bahía de Guanta at 5.136, and for Bahía de Pertigalete at 5.138)*

BA Chart 230

[NP7A-No 23-Wk 09/19]

## Venezuela - Puerto La Cruz - Bahía de Bergantín — Directions

160

Paragraph 5.135 *4 line(s) 1–11 Replace by:*

- 4** SW of Punta Bergantín (10°15'·03N 64°37'·67W), and:  
NE of Isla Burro (10°14'·75N 64°37'·96W), avoiding shoals which extend NE and E from the island, and, thence:  
SW of a shoal area (10°14'·90N 64°37'·68W), thence:  
SW of a light buoy (port hand) (10°14'·76N 64°37'·45W) which marks an area of obstructions.  
The track then leads directly to the berths.  
**Departure.** It is reported that all vessels leaving Bahía de Bergantín exit via the channel NE of Isla Burro.

Venezuelan ENC VE500406

[NP7A-No 41-Wk 37/19]

## Venezuela - Bahía de Pozuelos - Los Cocos — Directions

161

*After Paragraph 5.138 2 line 5 Insert:*

### Los Cocos 5.138a

- 1** From a position about 1¼ miles NNE of the N extremity of Morro de Barcelona (10°12'·70N 64°42'·56W), the track leads SSE, passing:  
ENE of the spit extending N from Morro de Barcelona, thence:



Clear of a stranded wreck (10°13'30N 64°40'00W),  
thence:

- 2 Clear of a dangerous wreck (10°13'11N  
64°39'46W), marked by a light buoy (isolated  
danger), thence:

WSW of an obstruction (10°13'25N 64°38'85W),  
marked by a light buoy (N cardinal).

Thence the course can be altered as required to  
approach the berth.

BA Chart 230

[NP7A-No 24-Wk 09/19]

**Venezuela - Bahía de Barcelona -  
Puerto Jose — Pilotage**

162

Paragraph 5.150 4 lines 4-9 *Replace by:*

...daylight and in wind speeds of less than force 7. Pilots  
board in the following positions:

10°09'35N 64°50'05W;

10°08'80N 64°51'50W;

10°07'60N 64°50'45W.

BA Chart 230

[NP7A-No 25-Wk 09/19]

**Venezuela - Bahía de Amuay — Anchorage**

221

Paragraph 8.32 2 lines 1-4 *Replace by:*

- 2 **Stores anchorage.** Anchorage D (11°43'20N  
70°15'35W), SW of Punta Adaro, is available for  
vessels taking on provisions, lubricating oils and fresh  
water.

**Caution.** Submarine cables lie within Anchorage D  
and the adjacent area.

Venezuelan Notice 49/18

[NP7A-No 13-Wk 51/18]

**Colombia - North coast - Puerto Bolivar —  
Pilotage; buoyage**

242

Paragraph 9.16 1 *Replace by:*

- 1 Pilotage is compulsory. The pilot usually boards  
from a tug in position 12°18'50N 71°59'70W. For  
further details see *ADMIRALTY List of Radio Signals*  
*Volume 6*(7).

Colombian Notice 117/19

[NP7A-No 34-Wk 27/19]

**Colombia - North coast - Puerto Bolivar —  
Directions; light buoy**

242

Paragraph 9.22 1 line(s) 1-5 *Replace by:*

- 1 From a position about 8 miles NW of Punta Coco  
(9.9) the track leads SE to a position 2½ miles NW of  
Punta Coco.

**Leading lights:**

Colombian Notice 117/19

[NP7A-No 35-Wk 27/19]

**Colombia - Puerto Bolivar to Ríohacha —  
Directions; caution**

243

Paragraph 9.31 1 line(s) 1-6 *Replace by:*

- 1 **Caution** should be used when navigating near the  
coast S of Cabo de La Vela due to the existence of  
rocky shoals.

From a position about 8 miles NW of Punta Coco  
(9.9) the track leads WSW, passing:

Colombian Chart 604/20

[NP7A-No 58-Wk 48/20]

**Colombia - Puerto Bolivar to Ríohacha —  
Directions; wrecks; obstruction**

244

Paragraph 9.31 3 - 4 line(s) 1-3 *Replace by:*

- 3 NNW of Cayo El Morro (12°12'44N 72°11'17W),  
a round islet lying off the W side of Cabo de  
La Vela; the islet is steep-to on its W side. A  
dangerous wreck (12°11'80N 72°11'00W) lies  
6 cables SSE. Thence:

NNW of an obstruction (12°12'74N 72°11'64W),  
with a depth of around 9.1 m, thence:

- 4 Clear of a 14.5 m patch (12°16'30N  
72°26'76W), reported (1960) position  
approximate, thence:

Clear of a dangerous wreck (12°11'50N  
72°20'00W), thence:

The track then leads to a position about 15 miles  
NNW of Ríohacha Light (11°32'56N 72°55'79W)  
(9.30).

Colombian Chart 604/20

[NP7A-No 59-Wk 48/20]

**Colombia - Cabo de La Vela —  
Wrecks; obstructions**

244

Paragraph 9.36 1 *Replace by:*

- 1 Anchorage, sheltered to some extent from NE  
winds, may be obtained in depths of 13 m, over a  
bottom of sand, S of Cabo de La Vela, with Cayo El  
Morro (12°12'44N 72°11'17W) (9.31) bearing 002°,  
distant about 2 miles. Obstructions, wrecks and rocky  
shoals lie in the vicinity of Cayo El Morro; see 9.31.

Colombian Chart 604/20

[NP7A-No 60-Wk 48/20]

**Colombia - East of Puerto Barranquilla —  
Marine nature reserve**

248

After Paragraph 9.65 1 line 6 *Insert:*

**Marine nature reserve**

9.65a

- 1 Parque Nacional Natural Isla de Salamanca  
(11°01'67N 74°30'75W) lies along the S side of an  
unnamed bay, E of La Barra (11°07'20N 74°51'10W)  
(9.90). Entry into this area is affected by numerous  
restrictions and prohibitions. For further details, consult  
the local authorities.

GB Chart 2261 Ed.11 (2020) Panel A

[NP7A-No 61-Wk 51/20]

# NP7A

## Colombia - Approaches to Puerto Barranquilla — Anchorages

250

Paragraph 9.83 1 line(s) 1-6 *Replace by:*

- 1 Outer anchorages are as follows:  
Anchorage CP03-A (11°03'·70N 74°58'·32W),  
quarantine anchorage, depths of around 10 to  
40 m.  
Anchorage CP03-C (11°06'·00N 74°55'·50W),  
depths of around 13 to 125 m.

ENC CO400612

[NP7A-No 48-Wk 02/20]

## Colombia - North coast - Puerto Barranquilla - Terminal Maritimo — Directions; leading lights

252

Paragraph 9.91 1-3 *Replace by:*

- 1 From the position 2¾ cables NNW of E6 front light  
(9.90), the track leads SE for 1¼ miles, on the line of  
bearing (322·2°), astern, of E4 Directional Light  
(orange framework tower with white bands)  
(11°04'·22N 74°50'·81W), and in the white sector  
(141·5°-142·5°), ahead, of E18 Light (white framework  
tower with red bands) (11°02'·59N 74°49'·53W).
- 2 Thence the channel continues in the white sector  
(302·0°-302·5°), astern, of E14 Light (white rectangle,  
red stripe, on white framework tower) (11°03'·37N  
74°50'·44W) and in the white sector (121·5°-122·5°),  
ahead, of E7 Light (metal framework tower)  
(11°00'·61N 74°46'·01W), to a position  
about 4¼ cables WNW of E7 Light, passing:  
SSW of anchorages 1, 2 and 3 (9.92), and:  
SSW of Isla 1972 (11°01'·90N 74°47'·50W).  
The track then leads SE, SSE and S, for a farther  
3 miles, through a channel, marked by light buoys  
(lateral), to Terminal Maritimo on the W bank of the  
river.

Colombian Notice 225/18; ENC CO500253

[NP7A-No 14-Wk 51/18]

## Colombia - Puerto Barranquilla — Directions; anchorages

252

Paragraph 9.91 1-3 including existing Section IV Notice  
Week 51/18 *Replace by:*

- 1 From the position 2¾ cables NNW of E6 front light  
(9.90), the track leads SE for 1¼ miles, on the line of  
bearing (322·2°), astern, of E4 Directional Light  
(orange framework tower with white bands)  
(11°04'·22N 74°50'·81W), and in the white sector  
(141·5°-142·5°), ahead, of E18 Light (white framework  
tower with red bands) (11°02'·59N 74°49'·53W).
- 2 Thence the channel continues in the white sector  
(302·0°-302·5°), astern, of E14 Light (white rectangle,  
red stripe, on white framework tower) (11°03'·37N  
74°50'·44W) and in the white sector (121·5°-122·5°),  
ahead, of E7 Light (metal framework tower)  
(11°00'·61N 74°46'·01W), to a position  
about 4¼ cables WNW of E7 Light, passing:

SSW of Anchorage CP03-D (11°02'·88N  
74°49'·49W) (9.92), thence:

SSW of Isla 1972 (11°01'·90N 74°47'·50W).

- 3 The track then leads SE, SSE and S, for a farther  
3 miles, through a channel, marked by light buoys  
(lateral), to Terminal Maritimo on the W bank of the  
river.

Paragraph 9.92 1 line(s) 1-11 *Replace by:*

- 1 Anchorage CP03-D (11°02'·88N 74°49'·49W); depth  
about 8 m.

Colombian Chart 253 (2017); ENC CO500253 (5.007)

[NP7A-No 49-Wk 04/20]

## Colombia - Rio Magdalena - Puerto Barranquilla — Directions; anchorage

252

Paragraph 9.92 2 lines 1-6 *Delete*

GB2261 Ed.11 (2020) Panel C

[NP7A-No 62-Wk 51/20]

## Colombia - Cartagena — Depths

256

Paragraph 9.114 1 *Replace by:*

- 1 **Bocachica.** Depths in the centre of the buoyed  
channel are in excess of 20 m, but shoaler depths  
exist near its margins.

### Channels west and east of Banco Santa Cruz.

The channels are relatively deep with the exception of  
an 11·6 m isolated shoal which lies in the fairway  
about 4 cables W of Banco Santa Cruz and a 14·4 m  
shoal 1 cable farther W.

- 2 **Entrance channels to inner harbour.** Depths are  
generally in excess of 15 m.

For the latest depth information contact the local  
authorities.

Colombian Chart 261 (2017) [NP7A-No 50-Wk 04/20]

## Colombia - North coast - Bahía de Cartagena — Restricted areas

256

Paragraph 9.119 1 line(s) 5-9 *Replace by:*

**Restricted areas.** A restricted area encloses Punta  
Icacos (9.129) and Ensenada Salada (9.129).

- 2 A restricted area encloses most of Isla de  
Manzanillo (9.129), a Naval College, except for the  
extreme NE side.

An area off the naval base N of Punta  
Castillogrande (10°23'·44N 75°32'·67W) is reserved for  
vessels of the Colombian Navy. Permission to anchor  
must be obtained from the Senior Naval Officer  
present.

Colombian Notice 89/90

[NP7A-No 33-Wk 21/19]

**Colombia - Cartagena — Anchorage; wreck**

**260**

Paragraph 9.133 2 lines 6-7 *Replace by:*

...charted depths from 18 to 26 m. A wreck lies near the NE corner of the anchorage.

Colombian Chart 261 (2017) [NP7A-No 51-Wk 04/20]

**Colombia - Bahía de Cartagena to Golfo de Morrosquillo — Traffic regulations**

**262**

*After Paragraph 9.144 1 line 6 Insert:*

- 2 **Environmentally Sensitive Sea Area.** Fishing and discharging waste are prohibited in an area between Bahía de Cartagena and Golfo de Morrosquillo extending approximately 25 miles off the shoreline and encompassing Islas del Rosario (9.146), Islas San Bernardo (9.154) and Isla Fuerte (9.170). For more information, consult the local authorities.

Colombian ENC CO300024 [NP7A-No 37-Wk 33/19]

**Colombia - North coast - Golfo de Morrosquillo — Directions; track**

**263**

*After Paragraph 9.154 1 line 2 Insert:*

NNE of an ODAS light buoy (special) (9°38'·40N 76°09'·78W), thence:

Colombian Notice 285/18 [NP7A-No 21-Wk 03/19]

**Colombia - Golfo de Urabá - Outer part — Directions; light**

**266**

Paragraph 9.181 1 line(s) 8 *Delete*

Colombian ENC CO300024 [NP7A-No 38-Wk 33/19]

**Colombia - Golfo de Urabá - Inner part — Directions; light**

**267**

Paragraph 9.192 1 line(s) 10 *Delete*

Colombian ENC CO300024 [NP7A-No 39-Wk 33/19]

**Colombia - Golfo de Urabá - Inner part — Directions; light**

**267**

*After Paragraph 9.193 2 line 9 Insert:*

- 3 ENE of Isla Los Muertos (8°08'·10N 76°49'·35W), a drying bank which may extend more than 6 cables E of Isla Los Muertos Light (9.192) due to continual silting, thence:

Colombian ENC CO400625 [NP7A-No 40-Wk 33/19]

**Colombia - North coast - Cabo Tiburón — Directions; ODAS buoy**

**272**

*After Paragraph 10.11 1 line 2 Insert:*

NE of an ODAS light buoy (8°43'·93N 77°19'·96W), thence:

Colombian Notice 52/20 [NP7A-No 55-Wk 19/20]

**Panama - Bahía de San Cristobal to Bahía de Portobelo — Marine reserve**

**277**

*After Paragraph 10.49 3 line 5 Insert:*

**Marine nature reserve 10.49a**

- 1 A marine nature reserve is established (2018) between the W side of Bahía de San Cristobal (9°36'·83N 79°29'·80W) and 1½ miles SSW of Bahía de Portobelo (10.52), extending 2½ miles seaward from the shoreline. Large vessels are forbidden from anchoring anywhere within the charted marine nature reserve. The following activities are also prohibited:
- 2 Fishing, including by trawls, trammel nets or spear fishing;  
Anchoring of small vessels and pleasure craft in the vicinity of coral reefs;  
Discharge of waste in any form.  
The removal of any natural material from the marine nature reserve is strictly forbidden.

Panamanian Maritime Authority

[NP7A-No 15-Wk 51/18]

**Panama - Bahía de Portobelo — Marine reserve**

**278**

Paragraph 10.52 1 lines 4-7 *Replace by:*

...is a minor harbour. Anchoring in the bay is prohibited for larger vessels due to the marine nature reserve restrictions (see 10.49a), however it will afford sheltered anchorage for vessels of any draught in an emergency. The port is of little commercial importance.

Panamanian Maritime Authority

[NP7A-No 16-Wk 51/18]

**Panama - Colón - Bahía Manzanillo — Directions; leading lights**

**284**

Paragraph 11.13 1 line(s) 1-3 *Replace by:*

- 1 **Leading lights:**  
Front Light Beacon A (black and white stripes, diamond daymark) (9°21'·93N 79°53'·82W).  
Rear Light Beacon B (similar structure) (65 m from front light).  
From a position about 5 miles NNW of Punta Galeta (9°24'·32N 79°52'·13W) (10.51) the alignment (180°) of the leading lights leads through the Precautionary Area, passing:

Panama Chart CP-01/20; POLAR J6133.6; J6133.61

[NP7A-No 54-Wk 17/20]

# NP7A

## Panama - Puerto de Cristóbal — Anchorage

291

Paragraph 11.64 5 lines 1-5 *Delete*

BA Chart CP1 [NP7A-No 19-Wk 02/19]

## Panama - Puerto de Cristóbal — Berths

293

After Paragraph 11.72 1 line 8 *Insert*:

### Other terminals 11.72a

- 1 **Pier 17.** Situated SW of Pier 16, the pier extends about 450 m from shore with berths on both sides. **LNG terminal.** An LNG pier (9°20'·44N 79°54'·66W) is situated SSE of a turning basin in the S part of the port; depths about 14 m.

BA Chart CP1 [NP7A-No 20-Wk 02/19]

## Panama - Panama Canal - Gatún Lake — Anchorage

297

Paragraph 11.93 1 lines 12-17 *Replace by*:

Peña Blanca Anchorage (9°12'·58N 79°55'·98W), the limits of which are marked by light buoys (special), lies to the W of Gatun Reach (11.86) and SSW of Peña Blanca Reach (11.88). Depths are from 18 to 24 m. An obstruction (9°14'·22N 79°55'·88W) lies in the NW of the anchorage.

Panama Chart CP-02 [NP7A-No 17-Wk 52/18]

## Panama - Gatún Lake - Gatún Anchorage West Side — Depths

297

Paragraph 11.93 1 lines 1-17 including Existing Section IV Notice Week 52/18 *Replace by*:

- 1 Gatún Anchorage West Side (9°15'·30N 79°55'·08W) lies between Gatun Reach (11.86), Banana Reach (11.87) and Balsa Reach (11.87). Depths are from 10 to 23 m.  
Gatún Anchorage East Side (9°15'·29N 79°54'·31W), the limits of which are marked by light buoys (special), lies to the E of Banana Reach (11.87) and Balsa Reach (11.87). Depths are from around 15 to 23 m.
- 2 Peña Blanca Anchorage (9°12'·58N 79°55'·98W), the limits of which are marked by light buoys (special), lies to the W of Gatun Reach (11.86) and SSW of Peña Blanca Reach (11.88). Depths are from 18 to 24 m. An obstruction (9°14'·22N 79°55'·88W) lies in the NW of the anchorage.

GB Chart CP2; ENC PA5CP002  
[NP7A-No 36-Wk 32/19]

## Panama - Panama Canal - Gamboa Reach — Tie-up stations

297

Paragraph 11.94 1-2 *Replace by*:

- 1 Tie-up stations are used to hold vessels, while other vessels pass or while the locks are being prepared. Tie-up Stations are used under the instruction of the Canal Authority. The tie up areas are located as follows:  
Gamboa Tie-up Station (9°06'·65N 79°42'·15W) (anchorage area).
- 2 Cucaracha Tie-up Station (9°02'·01N 79°38'·14W), located close to Puente Centenario (11.83), is a berth with a length of about 330 m and a depth of about 14·0 m.
- 3 Cocoli Tie-up Station (9°00'·85N 79°37'·03W), located on Cartagena Reach (11.91), is an anchorage area with four mooring buoys.  
South Cocoli Tie-up Station (9°00'·00N 79°36'·30W), located on Cocoli Reach (11.91), is an anchorage area with six mooring buoys.  
Miraflores Ship Holding Area (9°00'·32N 79°36'·13W), located in Lago de Miraflores (11.90), is an anchorage area with eight mooring buoys.

ENC PA5CP004 (5.000) [NP7A-No 47-Wk 52/19]

## NP8 Pacific Coasts of Central America and United States Pilot (2019 Edition)

### France - Pacific Ocean - Île Clipperton — Marine nature reserve

70

After Paragraph 2.16 2 line 16 *Insert*:

### Marine nature reserve 2.16a

- 1 Île Clipperton lies within a Marine Protected Area. Anchoring, fishing, diving and landing are prohibited.

French Chart 7750/20 [NP8-No 7-Wk 50/20]

### France - Pacific Ocean - Île Clipperton — Anchorage

70-71

Paragraph 2.19 including heading *Replace by*:

### Spare 2.19

French Chart 7750/20 [NP8-No 8-Wk 50/20]

## Mexico - Salina Cruz — Development

139

Paragraph 5.47 5 *Replace by*:

- 5 **Development.** Works are in progress (2020) on the extension of the Tanker Harbour W breakwater (16°09'·15N 95°12'·79W).

Mexican Notice 2/11/20 [NP8-No 3-Wk 10/20]



**Mexico - Golfo de California - La Paz —  
Directions; leading lights**

**189**

Paragraph 6.106 2 line 5 *For* 90 m *Read* 120 m

Paragraph 6.106 2 line 6 *For* 148° *Read* 146°

Mexican Notice 15/163/19 [NP8-No 1-Wk 43/19]

**United States of America - California -  
San Diego Bay — Controlling depth**

**241**

Paragraph 8.16 1 line(s) 6 *For* 14.9 m (49 ft) *Read* 10.6 m (35 ft)

US Notice 6/18773/20 [NP8-No 4-Wk 11/20]

**United States of America - California - San  
Diego Bay — Anchorage**

**241**

Paragraph 8.19 1-3 *Replace by:*

- 1 Vessels awaiting a pilot may anchor in convenient depths SE of the entrance channel, but clear of the restricted area. Anchorage in the restricted area, and at certain designated naval anchorage berths, is only allowed with the specific permission of the local naval authorities.
- 2 **Caution.** A mooring buoy and charted underwater obstructions exist in the outer anchorage areas. See also the chart warning about uncharted submarine cables and pipelines.

US Notices 30/18022/19; 30/18740/19  
[NP8-No 2-Wk 43/19]

**United States of America - California -  
San Francisco — Directions; wreck**

**313**

*After* Paragraph 10.74 2 line 6 *Insert:*

ENE of a dangerous wreck (37°46'02N  
122°22'63W), position approximate, thence:

US Notice 41/18649/20 [NP8-No 6-Wk 49/20]

**United States of America - California -  
Capo Mendocino to Humboldt Bay —  
Directions; submerged buoys**

**344**

*After* Paragraph 11.68 3 line 3 *Insert:*

Clear of two partially submerged buoys (40°40'46N  
124°28'00W), position approximate, reported  
(2020), thence:

US Notice 35/501/20 [NP8-No 5-Wk 42/20]

**NP9 Antarctic Pilot (2019 Edition)**

**Antarctic - Regulations —  
Marine Protected Areas**

**26**

Paragraph 1.82 1 *Replace by:*

- 1 In addition to the areas described in the preceding paragraphs, the following other protected areas exist. For details see Appendix V:  
Antarctic Specially Managed Area (ASMA);  
CCAMLR Ecosystem Monitoring Sites (CEMPS);  
CCAS Seal Reserves (CSRs);  
Marine Protected Areas (MPAs).
- 2 MPAs are areas which provide protection for all or part of the natural resources they contain. Two MPAs have been declared by CCAMLR within the Southern Ocean:  
South Orkney Islands Southern Shelf;  
Ross Sea region.  
Within these areas there are protection and research zones where conservation measures exist and fishing activities are prohibited. See <https://www.ccamlr.org/en/science/marine-protected-areas-as-mpas> for further details of the areas and their restrictions.

CCAMLR [NP9-No 9-Wk 10/20]

**Antarctic Peninsula - Bransfield Strait —  
Deception Island — Directions; depth**

**230**

*After* Paragraph 4.80 4 line 6 *Insert:*

SSE of a pinnacle (62°58'15S 60°26'38W), position approximate, with a depth of 15.5 m, thence:

Chilean Notice 3/16/19 [NP9-No 2-Wk 28/19]

**South Shetland Islands - Desolation Island -  
Blythe Harbour — Directions; rock**

**249**

Paragraph 4.138 6 line(s) 3 *Replace by:*

...track leads S, passing:  
Clear of a rock awash (62°27'40S 60°16'80W),  
position approximate, reported (2019), thence:

Paragraph 4.138 7 line(s) 3 *Replace by:*

...passing:  
E of a rock awash (62°27'40S 60°16'80W), position approximate, reported (2019), thence:

Correspondence Hydrolant 3989/19  
[NP9-No 6-Wk 05/20]

**South Shetland Islands - Desolation Island -  
Blythe Bay — Directions; rock**

**249**

Paragraph 4.138 7 line(s) 1-9 including existing Section IV  
Notice Week 05/20 *Replace by:*

- 7 **Directions from east.** From a position W of Eliza Rocks (62°26'10S 60°13'30W) the track leads S, passing:

# NP9

E of a rock awash (62°27'·40S 60°16'·80W, position approximate, reported (2020)), thence:

E of Craggy Island, thence:

E of a rock awash (62°27'·92S 60°16'·07W), existence doubtful.

Thence the track leads SW towards the best anchorage, sounding continuously and keeping a lookout from aloft, passing:

NW of a rock awash (62°28'·13S 60°15'·21W), position approximate, thence:

NW of Indian Rocks (62°29'·25S 60°16'·60W).

Argentine Notice 3/42/20

[NP9-No 10-Wk 15/20]

## Antarctica - Graham Land - Trinity Peninsula - Hope Bay — Directions

289

Paragraph 5.44 1-4 *Replace by:*

### 1 Rocas Denticuladas Leading Lights:

Front light (black triangle apex up, on green column, yellow top, 3 m in height) (63°23'·79S 56°59'·52W), standing upon Jagged Rocks.

Rear light (black triangle apex down, on green column, yellow top, 3 m in height) (1½ cables from front light). The rear mark is difficult to distinguish but the left edge of a hut to the rear of it may be used.

### 2 From a position NE of Sheppard Point (63°22'·50S 56°58'·98W) (5.35), on the passage through Antarctic Sound, the alignment (214°) of the above lights, leads SW, passing:

SE of a shoal (63°22'·72S 56°58'·36W), which lies 3½ cables SE of Sheppard Point, thence:

NW of a shoal (63°23'·59S 56°58'·57W), which lies 1 cable N of Grunden Rock (63°23'·70S 56°58'·50W). A light (red round tower, black bands, 6 m in height) is exhibited from the W part of Grunden Rock. Thence:

### 3 NW of dangerous rocks (63°23'·60S 56°58'·65W).

Thence the track continues to lead SW towards the anchorage.

#### Useful marks:

Beacon (63°23'·59S 57°00'·01W), standing on a small islet lying close N of Seal Point, the extremity of a small peninsula.

ENC AR507570

[NP9-No 3-Wk 36/19]

## Graham Land - Bransfield Strait - North of Cape Leguillou — Directions; position

291

Paragraph 5.54 3 line(s) 1 *For* (63°14'·50S 60°54'·50W)  
*Read* (63°07'·00S 59°57'·32W)

UKHO

[NP9-No 8-Wk 07/20]

## Antarctica - Graham Land - Adelaide Island - Avian Island — Anchorage

376

*After Paragraph 6.163 1 Insert:*

- 2 Anchorage may be obtained in depths of 42 m (23 fm) over a rocky bottom, E of Avian Island, in position 67°46'·60S 68°51'·80W. The anchorage is suitable in winds up to 15 kn from the W and NW.

Chilean Notice 6/50/19

[NP9-No 1-Wk 28/19]

## Australian Antarctic Territory - Mac. Robertson Land - Mawson — Approach

455

Paragraph 10.84 1 line(s) 12-17 *Delete*

UKHO

[NP9-No 4-Wk 48/19]

## Australian Antarctic Territory - Mac. Robertson Land - Mawson — Directions

456

Paragraph 10.88 3 line(s) 1-14 *Replace by:*

- 3 **Track.** From the vicinity of 66°47'·00S 63°17'·00E, a natural deep water channel, known as Mawson Corridor, leads SSW, passing:

Between banks with less than 100 m over them, thence:

Clear of an obstruction (67°18'·75S 62°53'·09E) with a depth of 8·0 m, thence:

Close ESE of an obstruction (67°22'·22S 62°50'·13E), position approximate, with a depth of 5·8 m, thence:

ESE of an obstruction (67°22'·64S 62°49'·23E), position approximate, marked by breakers, thence:

ESE of Nelson Rock (67°23'·37S 62°45'·37E), on which stands a beacon (red cylindrical metal structure, 7 m high). A 9 m obstruction (67°03'·07S 62°47'·22E) lies about 8 cables ENE of Nelson Rock.

Paragraph 10.88 3 line(s) 6 *For* 67°35'·25S 67°52'·00E  
*Read* 67°35'·25S 62°52'·00E

UKHO

[NP9-No 5-Wk 48/19]

## Australian Antarctic Territory - Mac. Robertson Land - Mawson — Directions

456

Paragraph 10.88 3 including existing Section IV Notice Week 48/19 *Replace by:*

- 3 **Track.** From the vicinity of 66°47'·00S 63°17'·00E, a natural deep water channel, known as Mawson Corridor, leads SSW, passing:

Between banks with less than 100 m over them, thence:

Clear of an obstruction (67°18'·75S 62°53'·09E) with a depth of 8·0 m, thence:

Close ESE of an obstruction (67°22'·22S 62°50'·13E), position approximate, with a depth of 5·8 m, thence:

ESE of an obstruction (67°22'·64S 62°49'·23E), position approximate, marked by breakers, thence:

ESE of Nelson Rock (67°23'·37S 62°45'·37E), on which stands a beacon (red cylindrical metal structure, 7 m high). A 9 m obstruction (67°23'·07S 62°47'·22E) lies about 8 cables ENE of Nelson Rock.

UKHO

[NP9-No 7-Wk 05/20]

**Russia - Barents Sea -  
Zemlya Frantsa-Iosifa — Nature reserve**

101

Paragraph 3.9 1 line(s) 3-7 *Replace by:*

...and adjacent waters.

Russian Notice 30/2480-11168/20

[NP10-No 22-Wk 35/20]

**NP10 Arctic Pilot Volume 1 (2016 Edition)**

**Navigation and Regulations - Russian pilotage  
— Icebreaker pilotage**

8

Paragraph 1.36 1 lines 1-10 *Replace by:*

- 1 Icebreaker pilotage is available, on request, for the whole of the NSR and is obtained through the Northern Sea Route Administration (NSRA). For further information see *Admiralty List of Radio Signals Volume 6(2)* and [www.nsra.ru](http://www.nsra.ru).

Russian Notice 28/3752/16

[NP10-No 1-Wk 32/16]

**Kara Sea - Ostrov Belyy —  
Directions; recommended routes**

86

Paragraph 2.28 1 lines 4-10 *Replace by:*

...the recommended track 032.1°, as shown on the Russian charts, leads NNE, for about 260 miles, to the vicinity of 73°30'·12N 67°46'·33E, WNW of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy.

*(Directions continue for  
the recommended track at 2.32)*

Paragraph 2.30 1 lines 4-10 *Replace by:*

...Karskiye Vorota TSS, the recommended track 044.8°, as shown on the Russian charts, leads NE, for about 233 miles, to the vicinity of 73°24'·23N 66°59'·33E, W of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy.

*(Directions continue for  
the recommended track at 2.32)*

Paragraph 2.32 1 lines 1-10 *Replace by:*

- 1 From the vicinity of 73°24'·23N 66°59'·33E, W of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy, the recommended deep water route with a least depth of 16.5 m as shown on the Russian charts, leads to position 73°36'·37N 72°35'·65E ENE of Mys Belyy (73°28'·67N 70°50'·43E), from 1½ miles ESE of which Belyy Severnyy Light (10.20) is exhibited.

Here the recommended track heads S into Obskaya Guba or N for about 14 miles to position 73°50'·00N 72°33'·18E then E towards Dikson.

Russian Notice 45/5782/2018 [NP10-No 13-Wk 48/18]

**Russia - Mys Belyy to Mys Drovyanoy —  
National park**

274

After Paragraph 10.16 1 line 6 *Insert:*

**National park**

**10.16a**

- 1 Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20

[NP10-No 23-Wk 42/20]

**Obskaya Guba – Mys Belyy to Mys Drovyanov —  
Directions; anchorages and harbours**

275

Paragraph 10.20 1-7 *Replace by:*

- 1 From a position about 24 miles NNE of Mys Belyy (73°28'·66N 70°50'·52E) (10.45), the recommended track leads SSE, passing:  
ENE of Belyy Severnyy Light Beacon (black framework tower with platform, 21 m in height) (73°28'·17N 70°55'·82E); a stranded wreck lies 2¾ miles farther ESE. Thence:  
WSW of an extensive shoal bank (73°30'·53N 73°53'·47E) with a least depth of 4.0 m.  
2 ENE of Mys Shuberta (73°09'·41N 71°40'·14E) (9.94), the SE extremity of Ostrov Belyy. Shuberta Light (black tetrahedral truncated pyramid, white band, 13 m in height) stands close N of this point. Thence:  
ENE of Mys Khesalya (72°53'·33N 71°36'·41E) (9.95), the S entrance point to Proliv Malygina (9.94), thence:  
3 WSW of Ostrov Shokal'skogo (73°00'·00N 74°26'·40E), from which Shokal'skogo Light (black vertical rectangle, red bands, mounted on red and black horizontal striped tetrahedral truncated pyramid, 14 m in height) (73°00'·54N 74°07'·15E) is exhibited; a bank, with a least charted depth of 1.8 m, extends 6 miles WSW from the W extremity of the island. Thence:  
4 ENE of Mys Poyelovo (10.18). Mys Poyelovo Light (tetrahedral truncated framework pyramid, black upper, 15 m in height) (72°43'·99N 72°38'·08E) is exhibited from NW of the headland and a remarkable hummock lies on the low sandspit which extends E from it.



# NP10

- 5 Thence the track continues SSE following a recommended DW route, to a position 7 miles NE of Mys Drovyanoy (72°39'·69N 72°57'·50E), the E extremity of an island separated from Poluostrov Yamal by a narrow channel with low ground on each side. The island is low, with a few small hummocks up to 4·5 m high and is covered with scanty grass and moss. Mys Drovyanoy Light (tetrahedral truncated framework pyramid, black upper and platform, 23 m in height) (72°39'·20N 72°56'·63E) is exhibited from SW of the point.

Russian Charts 12312, 13329; POLAR L8048  
[NP10-No 2a-Wk 52/16]

## Kara Sea - Mys Belyy to Mys Drovyanoy — Directions; recommended route

275

Paragraph 10.20 1-7 including existing Section IV Notice Week 52/16. *Replace by:*

- 1 From a position about 31 miles ENE of Mys Belyy (73°28'·66N 70°50'·52E) (10.45), the recommended track leads S, passing:  
ENE of Belyy Severnyy Light Beacon (black framework tower with platform, 21 m in height) (73°28'·17N 70°55'·82E); a stranded wreck lies 2¾ miles farther ESE. Thence:  
W of an extensive shoal bank (73°30'·53N 73°53'·47E) with a least depth of 4·0 m.
- 2 E of Mys Shuberta (73°09'·41N 71°40'·14E) (9.94), the SE extremity of Ostrov Belyy. Shuberta Light (black tetrahedral truncated pyramid, white band, 13 m in height) stands close N of this point. Thence:  
ENE of Mys Khesalya (72°53'·33N 71°36'·41E) (9.95), the S entrance point to Proliv Malygina (9.94), thence:
- 3 WSW of Ostrov Shokal'skogo (73°00'·00N 74°26'·40E), from which Shokal'skogo Light (black vertical rectangle, red bands, mounted on red and black horizontal striped tetrahedral truncated pyramid, 14 m in height) (73°00'·54N 74°07'·15E) is exhibited; a bank, with a least charted depth of 1·8 m, extends 6 miles WSW from the W extremity of the island. Thence:
- 4 ENE of Mys Poyelovo (10.18). Mys Poyelovo Light (tetrahedral truncated framework pyramid, black upper, 15 m in height) (72°43'·99N 72°38'·08E) is exhibited from NW of the headland and a remarkable hummock lies on the low sandspit which extends E from it.
- 5 Thence the track continues SSE following a recommended DW route, to a position 7 miles NE of Mys Drovyanoy (72°39'·69N 72°57'·50E), the E extremity of an island separated from Poluostrov Yamal by a narrow channel with low ground on each side. The island is low, with a few small hummocks up to 4·5 m high and is covered with scanty grass and moss. Mys Drovyanoy Light (tetrahedral truncated framework pyramid, black upper and platform, 23 m in height) (72°39'·20N 72°56'·63E) is exhibited from SW of the point.

Russian Notice 45/5782/2018; Russian Charts 12312, 13329, POLAR L8048  
[NP10-No 14-Wk 48/18]

## Obskaya Guba – Mys Belyy to Mys Drovyanoy — Directions; anchorages and harbours

275

Paragraph 10.22 including heading *Replace by:*

**Spare**  
**10.22**

Russian Charts 12312, 13329; POLAR L8048  
[NP10-No 2b-Wk 52/16]

## Mys Drovyanov to Mys Shtormovoy — General information; directions

275

Paragraph 10.23 1 *Replace by:*

- 1 From a position E of Mys Drovyanoy (72°39'·69N 72°57'·50E), the route leads along the recommended tracks and DW route for about 52 miles, to a position WSW of Mys Shtormovoy (71°45'·45N 73°27'·26E).

Russian Charts 13329, 13330 [NP10-No 3a-Wk 52/16]

## Russia - Mys Drovyanov to Mys Shtormovoy — National park

275

After Paragraph 10.26 1 line 4 *Insert:*

**National park**  
**10.26a**

- 1 Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20 [NP10-No 24-Wk 42/20]

## Mys Drovyanov to Mys Shtormovoy — General information; directions

276

Paragraph 10.29 1-10 *Replace by:*

- 1 From a position 7 miles NE of Mys Drovyanoy (72°39'·69N 72°57'·50E) (10.20), the DW route leads initially SE to a position about 20 miles E of Mys Yuzhnyy (72°32'·98N 72°59'·07E), passing:  
NE of South No 1 Light (black tetrahedral truncated framework pyramid, 18 m in height) (72°34'·71N 72°56'·94E), thence:
- 2 NE of Mys Yuzhnyy the S extremity (72°32'·98N 72°59'·07E) of an island, in the form of a narrow sandspit which dries in places and which extends 7 miles S from Mys Drovyanoy. Thence, from a position about 20 miles E of Mys Yuzhnyy, the DW route leads about 30 miles SW to a position 8¾ miles SW of Peschanka Light (72°15'·29N 72°50'·06E), passing:
- 3 SE of Mys Yuzhnyy, thence:  
SE of Mys Tye-sale (72°29'·23N 72°50'·03E), the NE entrance point of Reka Khabey-yaga, thence:  
SE of the NE extremity of a bank (72°28'·00N 73°43'·50E), with charted depths of less than 10 m.



- 4 Between shoal patches with depths less than 10 m, which are part of a bar which extends across the gulf from Mys Drovyanoy to Mys Shtormovoy.

SE of Drovyanoy trading post and meteorological station (72°24'·79N 72°45'·91E), reported as standing on the cliff top; the main building is visible from 10 miles seaward. Thence:

- 5 SE of Reka Yarra-yaga, the mouth of which is marked by Peschanka (Yarra-yaga) Light (black tetrahedral framework tower, 15 m in height) (72°15'·29N 72°50'·06E); a sandbank obstructs the mouth of the river, extending 1½ miles E then 3½ miles N.

Thence the DW route and recommended track lead SSW for about 7 miles, to position 14 miles S of Peschanka Light. The track then leads S, passing:

- 6 WNW of Mys Shtormovoy (71°45'·45N 73°27'·26E), which rises to three steep and conspicuous sandy hills; from N it appears as a steep bluff with a low spit extending S from it. Shtormovoy Light (black trihedral truncated metal pyramid, 8 m in height) (71°47'·98N 73°30'·81E) is exhibited from a position NNE of the point. Thence:

- 7 WNW of a light buoy (W cardinal) (71°49'·87N 73°10'·65E), moored 2 miles W of the shoalest part of a coastal bank, with a least charted depth of 6·4 m, extending N from Mys Shtormovoy (71°45'·45N 73°27'·26E), which continues to extend N forming the bar across the gulf.

Thence the recommended track continues S, to a position WSW of Mys Shtormovoy.

*(Directions continue at 10.32)*

Russian Notice 50/6764/16, Russian Charts 13329, 13330  
[NP10-No 3b-Wk 52/16]

#### Mys Shtormovoy to Mys Khonarasalya — Directions

277

Paragraph 10.33 1-6 *Replace by:*

- 1 From a position WSW of Mys Shtormovoy (71°45'·45N 73°27'·26E), the DW route leads SSW, passing:

ESE of the E extremity of a spit (71°44'·88N 72°30'·32E), with an obstruction, with a depth of 2·0 m, marked by a light buoy (E cardinal), thence: ESE of Mys Poludenny (71°42'·03N 72°18'·77E) which is low and conspicuous from S, though from N or E it merges with the coast, thence:

- 2 ESE of a shallow flat which fronts the mouth of Reka Tambey delta (71°33'·05N 71°58'·47E) and extends 2 miles offshore. Reka Tambey, one of the largest rivers in Poluostrov Yamal, has an extensive delta with four branches extending from 3½ to 14 miles SW of Mys Poludenny, between which are low islands composed of swampy tundra. Thence:

WNW of the shoal ground, with a least charted depth of 2·8 m, extending 3 miles WNW of Mys Taran (10.32), marked by buoys (W cardinal), thence:

- 3 ESE of Tambey, the administrative centre for the N part of Poluostrov Yamal, from where a light (black vertical rectangle on tetrahedral metal framework tower with platform, 15 m in height) (71°28'·86N 71°48'·87E) is exhibited. The village has a trading post, the buildings of which are visible from the centre of the gulf.
- 4 Thence the recommended track continues to lead SSW, to a position W of Mys Khonarasalya (10.32), which lies S of the mouth of the broad valley of Reka Ngarkakhorteyakha; Mys Khonara-sale Light (trihedral truncated metal pyramid, 14 m in height) (71°22'·70N 73°02'·43E) is exhibited from a position SSE of the point.

*(Directions continue at 10.40)*

Russian Notice 50/6764/16, Russian Chart 13330  
[NP10-No 4-Wk 52/16]

#### Kara Sea - Obskaya Guba - Port Sabetta — Development

278

Paragraph 10.43 including heading *Replace by:*

*Russian Chart 18331 (datum Pulkovo 1942) (see 1.25)*  
**Port Sabetta**  
**10.43**

- 1 **General information.** Port Sabetta (71°16'·74N 72°04'·54E), is situated in the mouth of the Sabetayakha River, on the W side of Obskaya Guba and is the port facility for the Yamal LNG terminals.

**Limiting conditions.** The least charted depths (2017) in the approach channel is 12·1 m and in the harbour basin is 9·8 m.

**Arrival information.** The port is operational all year. A tug is available.

- 2 **Harbour.** The port consists of a harbour basin (71°16'·76N 72°05'·20E) with a concrete quayside in the NW part and a concrete pier lying to the SE.

**Development.** Work is in progress (2017) to dredge the approach channel to a reported depth of 15·1 m. Reclamation work and the construction of the main LNG terminal berths in the vicinity of 71°16'·54N 72°05'·55E are ongoing, with the first LNG shipment scheduled for the end of 2017 and full operational capacity achieved by 2021.

- 3 **Directions for entering harbour.** From a position W of Mys Khonarasalya (71°23'·95N 73°00'·34E) (10.32), the track leads SW following a two-way DW route (226·6°) to the harbour basin.

**Basins and berths.** Berths 1-4, with charted depths ranging from 7·7 to 10·6 m, are located on the NW quayside.

Berths 5-6 are located on the concrete pier (71°16'·60N 72°04'·91E), with charted depths ranging from 8·4 to 11·6 m. All of the berths are being utilised for the construction of the LNG Terminal.

Russian Chart 18331 [NP10-No 5-Wk 12/17]

# NP10

## Russia – Kara Sea – Obskaya Guba – Port Sabetta — Port development

278

Paragraph 10.43 including heading and existing Section IV  
Notice Week 12/17 *Replace by:*

### Port Sabetta 10.43

- General information.** Port Sabetta (71°16'·74N 72°04'·54E), is situated in the mouth of the Sabettayakha River, on the W side of Obskaya Guba and is the port facility for the Yamal LNG terminals.

**Limiting conditions.** The least charted depth in the approach channel is about 14 m. Local authorities should be contacted from the latest information.

**Arrival information.** The port is operational all year. A tug is available.

- Harbour.** The port consists of a harbour basin (71°16'·76N 72°05'·20E) with a concrete quayside in the NW part and a concrete pier lying to the SE. The harbour basin is protected from the N by a detached breakwater lying E/W. A second breakwater extends NNE from the shore and the LNG berths lie on its W side.

**Development.** Works are in progress (2020) for the construction of Area No 2, SE of Sabetta, in the vicinity of 70°58'·54N 73°39'·78E.

- Directions for entering harbour.** From a position W of Mys Khonarasalya (71°23'·95N 73°00'·34E) (10.32), the track leads SW in the DW route passing clear of a light buoy (safe water) (71° 21'·28N 72°20'·07E). The track then continues SW into the entrance channel, marked by light buoys (lateral), between the heads of the breakwaters, from where lights are exhibited, and into the basin.

- Basins and berths.** Berth Nos 1–4, with charted depths from about 7·0 to 10·0 m, are located on the NW quayside.

Berth Nos 5–6 are located on the concrete pier (71°16'·62N 72°04'·70E), with charted depths from about 8·0 to 11·5 m.

The LNG Terminal, located on the inner side of the E breakwater, has two berths with charted depths of about 15·0 m.

Russian Notice 6/618 to 620/20

[NP10-No 20-Wk 10/20]

## Kara Sea – Obskaya Guba — Directions; DW route; landmarks; depths

278-279

Paragraph 10.45 1-7 line *Replace by:*

- 1** From a position W of Khaltsyney Light (70°50'·20N 73°56'·23E) (10.40), the DW route leads S, passing (positions relative to Mys Kharse (70°07'·N 73°41'E)):  
E of a shoal patch (43 miles NNW), with a depth of 1·2 m, thence:  
E of a shoal patch (22 miles NW), with a depth of 4·4 m, lying on a coastal bank extending 4 miles E of Mys Belyy (70°22'·90N 72°42'·36E), which can be identified by the bright colour of its steep sides.

W of an obstruction area (9¼ miles NNW), with a radius of 1 mile, centred on 70°16'·07N 73°31'·12E.

- 2** Thence a vessel may either continue S to a position W of Mys Nalivnoy (69°44'·40N 73°31'·93E), passing over a shoal bank with a least depth of about 10 m, or, for vessels with a deeper draught the track leads SSE, passing:

WSW of a shallow bank extending 7 miles N of Mys Kharse, marked on its W side by a buoy (W cardinal) (5 miles NNW), thence:

- 3** WSW of the W extremity of a spit extending from Mys Kharse, marked by a buoy (W cardinal) (2½ miles WNW). A beacon (black tetrahedral truncated pyramid, white bands and gallery, 16 m in height) stands on the point. Thence:

WSW of Ngabkeyyakha (7½ miles S).

Thence the track leads S to a position in the vicinity of 69°51'·00N 73°33'·58E. The DW track then leads SW to a position W of Mys Nalivnoy (69°44'·40N 73°31'·93E) the W extremity of a low marshy plain. A shoal spit, marked by a buoy (W cardinal) extends 3¼ miles W of the point.

Russian Charts 13332, 13333 [NP10-No 11-Wk 29/17]

## Kara Sea – Obskaya Guba — Directions; DW route; wreck; landmarks

279-280

Paragraph 10.52 1 lines 1–6 *Replace by:*

- 1** From a position W of a shoal spit, marked by a buoy (W cardinal), extending 3¼ miles W of Mys Nalivnoy (69°44'·40N 73°31'·93E) (10.45), the DW route leads S, passing (positions relative to Mys Tryokhbugornyy (69°05'·26N 73°52'·48E)):

Paragraph 10.52 3 lines 4–7 *Replace by:*

E of a wreck (69°25'·49N 73°22'·75E), with a least depth of 7·4 m, marked by a buoy (isolated danger), thence:

Paragraph 10.52 4 lines 1–2 *Delete*

Paragraph 10.52 6-7 *Replace by:*

- 6** The DW route then leads SSE, passing:  
WSW of a shoal patch (7¼ miles WSW), with a depth of 8·4 m, thence:  
WSW of the SW extremity of a shoal spit, with depths less than 8 m, extending 7 miles SW from Mys Tryokhbugornyy, marked a buoy (W cardinal) (5½ miles SW), moored close to its extremity.
- 7** Thence the recommended track continues to lead SSW, to a position 16¾ miles E of Nurma Light (tetrahedral framework pyramid, black upper, 6 m in height) (68°43'·12N 73°05'·16E), exhibited from the N entrance to Reka Nurma-yaga.

Paragraph 10.53 *Replace by:*

### Spare 10.53

Russian Notice 25/3083/17; Russian Charts 13334, 13335  
[NP10-No 12-Wk 29/17]

**Kara Sea – South Part —  
Aids to navigation; lights**

289

After Paragraph 11.2 1 line 4 *Insert*:

**Caution.** Many lights and leading lights in this area have been reported destroyed or unreliable. Local authorities should be consulted for the latest information.

UKHO

[NP10-No 6-Wk 04/17]

**Russia - Kara Sea - Ostrov Vil'kitskogo -  
Vil'kitskiy — Directions; light**

289

After Paragraph 11.7 1 line 3 *Insert*:

Vil'kitskiy Light (white round tower, black bands, 32 m in height) (73°30'·94N 75°46'·39E).

Russian Notice 49/5679/19

[NP10-No 16-Wk 02/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -  
Vil'kitskiy — Directions; light**

290

Paragraph 11.10 1 lines 8–11 *Replace by*:

...sandy, 6 m high, from where Vil'kitskiy Light (11.7) is exhibited.

Paragraph 11.11 1 line 2 *Replace by*:

...75°46'·39E), the...

Russian Notice 49/5679/19

[NP10-No 17-Wk 02/20]

**Russia - Yeniseyskiy Zaliv and  
Gydanskiy Guba — National park**

296

After Paragraph 11.66 1 line 8 *Insert*:

**National park**

**11.66a**

- 1 Gydanskiy National Park has been established. Zones include Ostrov Shokal'skogo (10.11), Poluostrov Yavay (11.72) N of latitude 71°56'·81N, Poluostrov Mamonta (11.84) N of latitude 71°41'·00N and E of longitude 76°22'·93E, Proliv Gydanskiy (11.74), Poluostrov Oleniy (11.84), Ostrova Oleniy (11.81), Ostrov Pestsovyi (11.80), Ostrov Rovny, Ostrova Proklyate (11.86), Proliv Oleniy (11.112) and Yuratskaya Guba (11.84). Restrictions apply and the local authorities should be consulted for further information.

Russian Notice 36/3200/20

[NP10-No 25-Wk 42/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -  
Vil'kitskiy — Directions; light**

297

Paragraph 11.72 2 line 4 *Replace by*:

(11.7) and:

Russian Notice 49/5679/19

[NP10-No 18-Wk 02/20]

**Russia - Yeniseyskiy Zaliv — National park**

300

After Paragraph 11.99 1 line 6 *Insert*:

Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20

[NP10-No 26-Wk 42/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -  
Vil'kitskiy — Directions; light**

300

Paragraph 11.101 1 line 2 *Replace by*:

...75°46'·39E) the route...

Paragraph 11.102 1 lines 2–3 *Replace by*:

Vil'kitskiy Light (73°30'·94N 75°46'·39E) (11.7).

Paragraph 11.103 1 line 2 *Replace by*:

...75°46'·39E) (11.7), the...

Russian Notice 49/5679/19

[NP10-No 19-Wk 02/20]

**Reka Yenisey – Mouth of river to Igarka —  
General information; navigation; lights**

311

After Paragraph 12.5 3 line 7 *Insert*:

**Caution.** Many lights and leading lights in this area have been reported destroyed or unreliable. Local authorities should be consulted for the latest information.

UKHO

[NP10-No 7-Wk 04/17]

**Kara Sea - Reka Yenisey - Mys Krestovskiy to  
Dudinka — Pilot boarding positions; anchorages**

319

After Paragraph 12.41 1 line 7 *Insert*:

**Pilotage**

**12.41a**

- 1 Pilot boarding positions for S-bound vessels to Dudinka are as follows:
- 1) Approximately 9 cables WNW of Verkhe-Novoselenskiy Front Leading Light (69°28'·39N 86°05'·12E).
  - 2) Approximately 7 cables E of the N point of Ostrov Kabatskiy (69°25'·60N 86°05'·63E).
- 2 The pilot boarding position for northbound vessels to Dudinka is approximately 1·6 miles NNE of Kabatskiy Front Leading Light (69°19'·69N 86°03'·81E).

Russian Notice 14/1690/16

[NP10-No 8a-Wk 16/16]



# NP10

## Kara Sea - Reka Yenisey - Mys Krestovskiy to Dudinka — Pilot boarding positions; anchorages

322

Paragraph 12.51 1 lines 3-4 *Replace by:*

Tankers and vessels carrying dangerous cargoes, abreast Verkhne-Novoselenskiy Leading Lights (12.45).

After Paragraph 12.51 1 line 4 *Insert:*

Quarantine area, abreast Nizhne-Dudinskiy Leading Lights (12.45).

Russian Notice 14/1690/16 [NP10-No 8b-Wk 16/16]

## Kara Sea - Reka Yenisey - Dudinka to Igarka — Pilot boarding position

322

After Paragraph 12.54 3 line 5 *Insert:*

### Pilotage 12.55a

- 1 For pilotage of N-bound vessels to Dudinka see 12.41a.

Russian Notice 14/1690/16 [NP10-No 9-Wk 16/16]

## Russia - Kara Sea - Pyasinskiy Zaliv — Directions

341-342

Paragraph 13.46 1-15 *Replace by:*

- 1 From a position N of Mys Morzhovo (73°45'·27N 84°52'·56E) (13.21), the track leads E, passing:
- N of a pebble bank (73°43'·49N 85°05'·50E), with a depth of 4-4 m, lying 1¼ miles NW Mys Grusha, a point in the centre of the head of Bukhta Makarova (13.50), thence:
- N of Mys Karga (73°45'·26N 85°28'·93E), a feature on the W side of a promontory W of Reka Lovkikh; a rocky bank lies 1¼ miles farther W, with a depth of 4-2 m. Thence:
- 2 N of Mys Zveroboy (73°47'·87N 85°33'·83E), which is rugged, stony and precipitous, 10 m high. A bank, with a depth of 3-6 m extends 8 cables W of the point and Mys Zveroboy Beacon (black and white vertical striped truncated pyramid, slatted black in the upper part with white stripe, 11 m in height) (73°47'·83N 85°33'·85E), an important landmark, stands close S of the point. Thence:
- 3 N of Mys Lagunnyy (73°49'·41N 85°45'·00E), which is precipitous.
- Thence the track leads NE, in the approach to the fairway which leads over Reka Pyasina bar, passing:
- SE of a bank (73°54'·19N 85°48'·49E), with depths of less than 2 m.

Thence the track leads NNW over the bar, for about 1½ miles, passing:

- 4 WSW of a shoal bank (73°56'·10N 85°57'·00E) with depths of less than 2 m, noting several obstructions lying on its NW side.

Thence the line of bearing (052°) of Ostrov Farvaternyy (74°05'·06N 86°40'·80E), which differs from the other islands in the gulf by its hilly, 15 m high, surface, identified by its dark cliffs making it an important landmark when navigating in the gulf, leads NE, then NNE, passing:

- 5 SE, then ESE of a shoal bank (73°58'·60N 86°01'·00E), with depths of less than 2 m.

Thence the track leads E, then SE off the N extremity (74°00'·00N 86°11'·00E) of Ostrova Begichevskaya Kosa, for about 5 miles, thence:

Between Ostrova Begichevskaya Kosa and Ostrov Rogozinskiy (73°56'·50N 86°42'·00E) for about 6¼ miles, passing:

- 6 SW of a shoal bank (73°57'·00N 86°27'·00E), with depths of less than 2 m, and:

NE of Malaya Chayka fishing and trading station (73°55'·27N 86°26'·64E).

Thence the track continues to lead SE, then generally E to the river entrance, passing:

NNE of two conspicuous buildings (73°53'·77N 86°37'·20E), which comprise Bol'shaya Chayka winter-quarters, standing on Ostrov Chayek, thence:

- 7 SSW of the S extremity of Ostrov Nizhniy (73°54'·76N 86°40'·39E).

N of Mys Vkhodnoy (73°53'·66N 86°46'·66E), precipitous, the S entrance point to Reka Pyasina and on which stands the village of Noril'skiy Rybokombinat.

Russian Notice 40/3614, 3615/20

[NP10-No 27-Wk 48/20]

## Russia - Laptev Sea - Reka Lena - Protoka Bykovskaya — Directions; leading lights

441

Paragraph 16.138 1-7 *Replace by:*

### Peschanyy-Belyy Leading Lights:

Front beacon (white, 10 m in height) (71°59'·96N 129°12'·71E).

Rear beacon (black rectangular board on tetrahedral metal prism, 15 m in height) (1 cable from front light).

- 2 From a position E of Mys Mamonta (71°51'·00N 129°21'·00E), on which stands Mamonta Light Beacon (black and white vertical striped rectangular board, 8 m in height) (71°50'·43N 129°21'·03E), the alignment (323·9°) of these lights leads NW through Protoka Srednyaya, marked by light buoys (lateral), the principal channel leading into Protoka Bykovskaya.

### Middle Leading Lights:

- 3 Front beacon (black trapezium on truncated pyramid, 19 m in height) (72°00'·86N 129°19'·96E), reported destroyed (2020).

Rear beacon (similar structure) (3 cables from front light).



The alignment (345.7°) of these lights leads NNW, passing:

- 4 ENE of Otmel' Bogatyreva (71°56'·25N 129°23'·57E), with depths of less than 1.8 m in places, which extends about 8 miles SSE from Ostrov Yuyes-Kumakh (72°00'·00N 129°18'·00E) and is marked by No 10 Light Buoy (port hand).

#### **Peschanny-Krasnyy Leading Lights:**

Front beacon (orange rectangular board on black metal post, 10 m in height) (71°59'·97N 129°12'·92E).

- 5 Rear beacon (black rectangular board on tetrahedral metal prism, 15 m in height) (1½ cables from front light).

The alignment (301°) of these lights, standing on Ostrov Yuyes-Kumakh, leads WNW through Protoka Orto-Yuyese.

#### **Ulakhan Leading Lights:**

Front beacon (black and white horizontal striped rectangular board on tetrahedral metal prism, 15 m in height) (72°03'·28N 129°09'·54E).

- 6 Rear beacon (similar structure, 18 m in height) (1½ cables from front light).

The alignment (327.6°) of these lights, standing on the NE coast of Ostrov Ulakhan-Tikyan-Aryta (72°03'·30N 129°09'·25E), leads NNW passing:

Between Ostrov Yuyes-Kumakh and Ostrov Orto-Yuyes-Aryta (16.137) to a position about 1¾ miles from the front light.

- 7 **Chyorny Leading Lights:**

Front beacon (black rectangular board on tetrahedral truncated pyramid, 6 m in height) (71°59'·93N 129°00'·30E).

Rear beacon (similar structure, 10 m in height) (1 cable from front light).

- 8 The alignment (242.7°) of these lights, standing on the E coast of Ostrov Khara-Ary, leads WSW, to a position NNW of Mys Bykov (72°00'·46N 129°05'·99E), a high and conspicuous headland on which stands a monument, from where the track leads either through Protoka Ispolatova into Protoka Bykovskaya, or to the anchorage in Zaliv Neyelova (16.139).

Russian Notice 21/2110/20 [NP10-No 21-Wk 24/20]

#### **Reka Kolyma – Protoka Kamennaya — Depths; directions**

473

Paragraph 17.104 2 lines 1-2 *Replace by:*

- 2 **Protoka Kamennaya Bar.** There is a least depth of 3.9 m over the bar, but the fairway across it is subject to periodic changes due to alluviation.

Russian Notice 02/28/16 and Russian Sailing Directions  
Volume 1119 [NP10-No 10a-Wk 07/16]

#### **Reka Kolyma – Protoka Kamennaya — Depths; directions**

474

Paragraph 17.112 3-8 *Replace by:*

- 3 From the vicinity of 69°54'N 162°23'E, on the alignment (181.5°) of the above light beacons, in the approaches to Protoka Kamennaya, the alignment (181.5°) of the above light beacons, leads S through the outer anchorage and pilot station to a position E of No 3 Light Buoy (starboard hand) (69°41'·13N 162°21'·82E).

- 4 Thence the track alters to starboard and from position 69°41'·08N 162°21'·75E, close SSW of No 3 Light Buoy, follows a recommended course of 215.5° to position 69°39'·21N 162°17'·92E, NE of No 4 Light Buoy (port hand) (69°39'·17N 162°18'·06E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4.1 and 3.4 m respectively.

- 5 The track then alters slightly to starboard and, from the position NE of No 4 Light Buoy, follows a recommended course of 224.9° to position 69°38'·78N 162°16'·70E, SE of No 5 Light Buoy (starboard hand) (69°38'·87N 162°16'·40E). There are minimum depths at a distance of 0.6 cables to port and starboard of the course line of 4.7 and 3.6 m respectively.

- 6 Thence the track leads WSW from the position SE of No 5 Light Buoy on a recommended course of 260.9° to position 69°38'·70N 162°15'·20E, 2 cables ESE of No 1 Buoy (starboard hand) (69°38'·80N 162°14'·68E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4.6 and 3.7 m respectively.

- 7 The track then leads WNW from the position ESE of No 1 Light Buoy on a recommended course of 287.5° across the Protoka Kamennaya Bar, proceeding at slow speed, to position 69°39'·10N 162°11'·63E, NNE of No 6A Light Buoy (port hand) (69°39'·03N 162°11'·57E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4.0 and 3.6 m respectively.

- 8 Thence the track alters to port and follows a recommended course of 256.9° to position 69°38'·99N 162°10'·33E, SW of No 5B Light Buoy (starboard hand) (69°39'·07N 162°10'·60E), and at the beginning of the Sukharnyy leading line. There are minimum depths at a distance of 1 cable to port and 0.8 cables to starboard of the course line of 2.3 and 4.5 m respectively. For further information on depths and levels over the bar see 17.104 and 17.105.

Paragraph 17.112 10 lines 1-4 *Replace by:*

- 10 Thence from a position SW of No 5 B Light Buoy (69°39'·07N 162°10'·60E) (starboard hand) the alignment (238.5°) of the above light beacons leads WSW, to a position...

*After Paragraph 17.112 11 line 6 Insert:*

- 12 **Useful marks:**

Stolbovoy Leading Light Beacons (black rectangular boards with white triangles, point up, mounted on tetrahedral truncated pyramids, 11 m in height, radar reflector) (69°37'·71N 162°14'·48E).

# NP10

- 13 Ambarchik Leading Light Beacons (black and white vertical striped rectangular board mounted on tetrahedral truncated pyramid, 10 m in height, radar reflector) (69°38'32N 162°22'07E).

Russian Notice 02/28/16 and Russian Sailing Directions  
Volume 1119 [NP10-No 10b-Wk 07/16]

## East Siberian Sea - Chaunskaya Guba — Directions; aids to navigation

479

After Paragraph 17.146 2 line 6 *Insert*:

**Caution.** Numerous light beacons and leading lights have been reported extinguished (2019).

Russian Notice 14/1624/19 [NP10-No 15-Wk 16/19]

## NP11 Arctic Pilot Volume 2 (2018 Edition)

### Iceland - South-west coast - Heimaey - Vestmannaeyjar - Klettsvík — Prohibited area

91

After Paragraph 2.62 1 line 10 *Insert*:

**Prohibited area.** Entry is prohibited to the inner part of Klettsvík (63°27'00N 20°15'20W).

Icelandic Notice 3/27/20 [NP11-No 13-Wk 46/20]

### Iceland - South coast - Þorlákshöfn — Directions; leading lights

94

After Paragraph 2.82 2 line 6 *Insert*:

Thence the track leads WSW, in the white sector (241.8°-243.8°) of Þorlákshöfn Light (mast, 13 m in height) (63°51'48N 21°22'34W), between the breakwaters and into the harbour.

Icelandic Notice 1/7/20 [NP11-No 11-Wk 17/20]

### Iceland - Reykjavík — Limiting conditions; controlling depths

115

Paragraph 3.80 2 *Replace by*:

- 2 **Viðeyjarsund.** The least charted depth, as far as Sundabakki (64°09'00N 21°51'50W), is 10 m off the entrance to the basin. The channel to Vogabakki (64°08'40N 21°50'26W) has a least charted depth of 7.5 m on the leading line.

**Caution.** There are shallower depths close SW of the leading line in the vicinity of the works in progress between Sundabakki and Vogabakki.

ENC IS500362 [NP11-No 4-Wk 25/19]

## Iceland - Reykjavík — Directions; light

118

Paragraph 3.88 6 lines 1-5 *Delete*

Icelandic Notice 2/6/19 [NP11-No 5-Wk 28/19]

## Iceland - Reykjavík — Directions; light

119

Paragraph 3.89 3 lines 7-9 *Replace by*:

...about 1¼ miles, within a white sector (151°-156°) of Sæbraut Light (yellow house, 4 m in height) (64°08'85N 21°54'33W), through Engeyarsund, passing:

Paragraph 3.89 4 line 7 *For Navigation School Read* Sæbraut

Paragraph 3.89 6 lines 1-5 *Replace by*:

- 6 Thence the track continues to lead SSE to a position 2¾ cables NNE of Eyjargarður (64°09'58N 21°55'89W), a mole, from which a light (pole on column, 5 m in height) is exhibited, from where the track leads S, for about 6¾ cables, within a white sector...

Icelandic Notices 2/5/19; 2/6/19

[NP11-No 6-Wk 28/19]

## Iceland - Reykjavík — Directions; light

120

Paragraph 3.90 2 line 3 *For the above lights Read* these lights

After Paragraph 3.90 2 line 5 *Insert*:

NE of the NW point of Engey (3.89), from where Engey Light (64°10'50N 21°55'47W) (3.89) is exhibited, thence:

Paragraph 3.90 3 lines 6-11 *Replace by*:

...of 10.0 m and less, thence:

Icelandic Notices 2/5/19; 2/6/19

[NP11-No 7-Wk 28/19]

## Iceland - Reykjavík — Directions; light

125

Paragraph 3.106 2 lines 4-5 *Delete*

Icelandic Notice 2/6/19 [NP11-No 8-Wk 28/19]

## Iceland - Akranes — Directions; lights

126-127

Paragraph 3.113 2-7 *Replace by*:

- 2 **Krossvík Leading Beacons:**

Front beacon (triangle, point up, on yellow tower, 7 m in height) (64°18'94N 22°03'24W).

Rear beacon (triangle, point down, on framework tower) (146 m NE from front beacon).

From the pilot position close to No 11 Light Buoy (64°17'58N 22°07'49W), the alignment (049°5') of the above beacons leads NE, for about 1¼ miles, passing:

- 3 SE of Bræðrapartsboði (64°18'12N 22°06'42W), a shoal, thence:

NW of Þjótur (64°17'66N 22°05'04W), a rocky shoal with two rocks awash, thence:

SE of Suðurflös (64°18'27N 22°06'14W).

At night the track leads along the line of bearing 049°5' of a directional light exhibited from the front beacon.

- 4 Thence the track leads NNW, and at night along the line of bearing 345° of a second directional light (mast, 28 m in height) (64°19'21N 22°04'72W), to a position E of the harbour entrance.

**Caution.** The bearing (345°) of the second directional light passes close to the E extension of the jetty from where a light (post, 4 m in height) (64°18'78N 22°04'56W) is exhibited.

- 5 **Useful mark:**

Light (post, 4 m in height) (64°18'85N 22°04'73W) exhibited from the pierhead of a jetty extending SE from a cement factory.

Icelandic Notices 5/22; 23/18 [NP11-No 2-Wk 45/18]

#### Iceland - Breiðafjörður - Stykkishólmur — Directions; light sectors

##### 138-139

Paragraph 4.35 1 line 4 *For* (157°-160°) *Read* (158°4'-160°4')

Paragraph 4.35 7 line 4 *For* (107°-110°) *Read* (106°2'-109°5')

Icelandic Chart 424/20 [NP11-No 10-Wk 14/20]

#### Iceland - Breiðafjörður - Stykkishólmur — Directions; depth

##### 139

Paragraph 4.35 8 line(s) 7 *For* 6·3 m *Read* 5·1 m

Icelandic Notice 5/27a/19 [NP11-No 9-Wk 51/19]

#### Iceland - North-west coast - Skutulsfjörður - Ísafjörður — Directions; lights

##### 151

Paragraph 4.110 7 lines 2-6 *Replace by:*

Front light (mast) (66°04'19N 23°08'90W).

Rear light (mast) (68 m from front light).

The alignment (325°) of these lights leads NW into the inner harbour, and thence as required for berthing.

Icelandic Notice 3/25/20 [NP11-No 12-Wk 46/20]

#### Svalbard - Spitsbergen - Adventfjorden — Anchorage

##### 247

*After Paragraph 9.74 4 line 5 Insert:*

**Prohibited anchorage.** Anchorage is prohibited in an area bounded by the following points:

78°14'75N 15°33'32E.

78°15'51N 15°38'32E.

78°17'14N 15°30'70E.

78°14'97N 15°30'96E.

Norwegian Notice 11/58939/18 [NP11-No 1-Wk 34/18]

#### Greenland - Kong Christian IX Land - Kap Gustav Holm — Directions; shoal

##### 322

Paragraph 12.176 4 line 5 *Replace by:*

...Karra, thence:

Clear of a shoal (66°35'08N 33°58'66W), reported (2018), with a depth of 10 m.

Danish Notice 45/871/18 [NP11-No 3-Wk 49/18]

#### NP12 Arctic Pilot Volume 3 (2018 Edition)

##### Canada — Regulations

##### 9-10

Paragraph 1.62 including heading *Replace by:*

#### Protection of the environment 1.62

- 1 **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act* (SARA). *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

- 2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

- 3 **Ballast water Control and Management Regulations** as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

# NP12

4 **National Wildlife Areas** (NWAs) are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

5 **Marine Protection Areas** (MPAs) have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also [www.parksCanada.gc.ca](http://www.parksCanada.gc.ca).

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see [www.notmar.gc.ca](http://www.notmar.gc.ca).

Canadian Eastern Notice 3/306/19

[NP12-No 2-Wk 17/19]

## Canada — Regulations

10

Paragraph 1.63 including heading *Replace by:*

**Spare  
1.63**

Canadian Eastern Notice 3/306/19

[NP12-No 3-Wk 17/19]

## Greenland - Narluneq - Avartmuit - Ikerasatsiaq — Directions; wreck

136

Paragraph 2.206 15 line(s) 13 *Replace by:*

...(60°43'·35N 46°42'·69W). A second stranded wreck (60°43'·26N 46°42'·50W) lies between the rocks. Vessels using Ikerasatsiaq...

Danish Notice 5/58(T)/20

[NP12-No 6-Wk 10/20]

## Greenland - Narluneq - Avatarmuit - Ikerasatsiaq — Directions; wreck

136

Paragraph 2.206 15 line 13 including existing Section IV Notice Week 10/20 *Replace by:*

...(60°43'·26N 46°42'·50W). Vessels using Ikerasatsiaq...

Danish Geodata Agency

[NP12-No 7-Wk 18/20]

## Greenland - Kap Desolation – Kitsissut — Regulations

137

Paragraph 2.214 1 *Replace by:*

1 The islands of Kitsissut (Ydre Kitsissut) (60°45'·00N 48°25'·55W) (2.217) are situated within a designated marine reserve area. Landing or approaching within 500 m from the coast is prohibited between 1st May and 31st August.

2 Maximum speed must not exceed 10 kn between 1st July and 30th September.

Danish Notice 4/38/20

[NP12-No 5-Wk 10/20]

## Greenland - West coast - Sarfartoq - Kangerlussuaq — Berth

181

After Paragraph 3.53 1 line 10 *Insert:*

**Berth.** A quay (66°33'·53N 52°03'·80W) consisting of a permanently moored barge has been established on the W side of Kangerlussuaq, 1 mile N of Sarfartoq. The berth is 90 m in length and has a depth alongside of 25 m.

Danish Notice 38/749/18

[NP12-No 1-Wk 42/18]

## Canada - Northwest Territories - Tuktoyaktuk — Directions; lights

438

Paragraph 13.65 1 line(s) 1–8 *Delete*

Paragraph 13.65 2 line(s) 1 *Replace by:*

2 From a position in the vicinity of TC Light Buoy (safe water) (69°31'·38N 133°08'·32W), the line of bearing (144·6°) of Tuktoyaktuk Island Light (tripod framework tower, red trapezoidal daymark with white stripe, 12 m in height) (69°27'·35N 132°59'·98W) leads, for...

Canadian Eastern Notice 7/6431/19

[NP12-No 4-Wk 36/19]

## Canada - North coast - Amundsen Gulf — Marine Protected Areas

448

After Paragraph 4.7 *Insert:*

## Marine Protected Area 4.7a

1 The Anguniaqvia niqiqyuam Marine Protected Areas consists of two areas, located in Darley Bay (14.33) and Amundsen Gulf. For further details see 1.62.

Canadian Notice 6/606/20; Canadian ANM/20

[NP12-No 9-Wk 32/20]



**Canada - North coast - Amundsen Gulf —  
Marine Protected Areas**

448

Replace existing Section IV Notice Week 32/20 with the following:

After Paragraph 14.7 Insert:

**Marine Protected Area**

**14.7a**

- 1 The Anguniaqvia niqiqyuam Marine Protected Areas consists of two areas, located in Darley Bay (14.33) and Amundsen Gulf. For further details see 1.62.

Canadian Notice 6/606/20; Canadian ANM/20

[NP12-No 10-Wk 39/20]

**Canada - North coast - Coronation Gulf -  
Edinburgh Channel — Depths**

463

Paragraph 14.147 1 line(s) 1-4 *Replace by:*

- 1 **Edinburgh Channel** which separates Murray Island from Edinburgh Island, 1¼ miles NNE, is deep and easily navigable, but vessels should remain more than 5 cables from the SW end of Edinburgh Island to avoid isolated depths of less than 6 m. The cliffs on both sides of the channel are radar conspicuous.

Canadian Eastern Notice 3/7778/20

[NP12-No 8-Wk 19/20]

**Canada - Rasmusen Basin - King William Island  
- Gjoa Haven - Lund Islet — Shoal**

489

Paragraph 15.91 2 lines 7-9 *Replace by:*

Lund Islet (68°35'82N 95°49'84W) lies close off Betzold Point, in shoal water which may extend up to 1 mile W, where breakers have been reported. A shoal with depth of 1.8 m lies close S of the islet and a 7.2 m shoal sounding lies about 1 mile S.

Canadian Western Notice 09/002.19/20

[NP12-No 11-Wk 50/20]

**Canada - Rasmusen Basin - Shepherd Bay -  
Minna Island — Depths**

491

Paragraph 15.103 2 *Replace by:*

- 2 Shoal water, with depths of 5.8 m (19 ft) or less, extends about 3 miles N from Minna Island with other shoal depths of 8.8 m (29 ft) or less extending up to 6 miles N. The shoals appear to border the E shore of the bay as far as Wilkins Point, situated 11 miles within Acland Point. A low, rocky islet lies in a shoal area, 7½ miles N of Acland Point, with a 7.3 m (24 ft) shoal patch about 1½ miles NNE of the islet.

Shoal water with depths of about 15 m (49 ft) or less extends up to 6 miles SW, 4 miles SE and 6½ miles E from Dryden Point. A shoal patch with a depth of 9.8 m (32 ft) lies 4 miles S of Dryden Point.

Canadian Western Notice 09/002.17/20

[NP12-No 12-Wk 50/20]

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

**Western Australia - Buccaneer Archipelago -  
Rosella Shoal to King Island —  
Directions; ODAS Buoy**

188

Paragraph 5.32 1-2 *Replace by:*

- 1 From the vicinity of 15°38'00S 123°54'00E, between Rosella and Lorikeet Shoals, the track leads generally SW, passing:  
NW of Denman Shoal (15°43'00S 123°55'54E), thence:  
Clear of an ODAS buoy (15°40'73S 123°49'22E), thence:  
SE of Mavis Reef (15°30'80S 123°36'00E) on which there is a sand cay which dries 6.6 m, thence:  
2 NW of Conway Island (15°50'95S 123°40'37E) the N-most Macleay Island, thence:  
NW of King Island (15°52'30S 123°38'18E), on the SW extremity of an extensive drying reef, to a position 2½ miles WNW of the same island.

ENC AU416123 (4.007)

[NP13-No 10-Wk 53/20]

**Western Australia - Broome — Pilotage**

212

Paragraph 5.209 1 lines 4-6 *Replace by:*

**Boarding positions:**

Northern pilot boarding station (17°51'40S 122°10'00E), for vessels with a draught greater than 7.5 m.

Outer (western) pilot boarding station (17°58'02S 122°05'40E), for vessels with a draught less than 7.5 m.

Australian Notice 16/587/20

[NP13-No 5-Wk 39/20]

**Western Australia - Dampier Archipelago - Stag  
Marine Terminal — Terminal**

227

Paragraph 6.20 1-2 *Replace by:*

- 1 **Position and function.** Stag Marine Terminal (20°16'31S 116°16'57E) consists of a mooring superbuoy and a lighted production platform, 1 mile S. Vessels between 25 000 and 150 000 dwt can be accommodated at the facility. A cautionary area surrounds the facility.

- 2 **Terminal operator.** Jadestone Energy (Australia) Pty Ltd, 1 William Street, Perth, Western Australia, 6000.

Website. [www.jadestone-energy.com](http://www.jadestone-energy.com)

Australian Notice 21/857/20; UKHO

[NP13-No 9-Wk 51/20]

# NP13

## Western Australia - Houtman Abrolhos - Middle Channel — Directions; depths

277

Paragraph 7.107 1 lines 5–9 *Replace by:*

**Depths.** Middle Channel has general depths from 30 to 60 m in the fairway. Broken ground, on which a sounding of 19.3 m was obtained, lies 4 miles ESE of Evening Reef.

Australian Chart AU332 Ed.3 (2020)

[NP13-No 6-Wk 41/20]

## Western Australia - South-west coast - Approaches to Bunbury — Pilotage

308

Paragraph 8.123 1 line(s) 3 *Replace by:*

Pilot boards in the following positions:

Plt A 33°15'·85S 115°37'·41E.

Plt B 33°15'·00S 115°36'·50E.

Australian Notice 20/801/20

[NP13-No 8-Wk 49/20]

## South Australia - Port Adelaide — Directions; pilotage

391

Paragraph 12.92 3 lines 1–4 *Replace by:*

- 3 The track continues to lead NE for about 26 miles to a position in the vicinity of the pilot boarding station (12.115) for Port Adelaide.

ENC AU5137X8

[NP13-No 1-Wk 35/20]

## South Australia - Port Adelaide — Directions; pilotage

392

Paragraph 12.97 4 lines 5–7 *Replace by:*

The track then leads to a position in the vicinity of the pilot boarding station (12.115) for Port Adelaide.

ENC AU5137X8

[NP13-No 2-Wk 35/20]

## South Australia - Gulf of Saint Vincent - Port Stanvac - Curlew Point — Prohibited area

393

After Paragraph 12.103 2 line 5 *Insert:*

A 500 m prohibited area, centred on 35°05'·79S 138°26'·35E, lies at the end of a submarine pipeline.

Australian Notice 19/749/20

[NP13-No 7-Wk 46/20]

## South Australia - Port Adelaide — Anchorage; pilotage

394

Paragraph 12.114 1 lines 3–4 *Replace by:*

There is also an anchorage in about 18 m of water, centred on 34°48'·24S 138°19'·60E.

Paragraph 12.115 1 lines 1–4 *Replace by:*

- 1 **Pilotage** is compulsory for vessels over 35 m LOA unless exempt. Pilots board in position 34°49'·00S 138°20'·00E. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU5137X8

[NP13-No 3-Wk 35/20]

## South Australia - Port Adelaide — Directions; pilotage

395

Paragraph 12.122 1 lines 1–4 *Replace by:*

- 1 From the pilot boarding position (12.115), the track leads NNE to the start of the entrance channel close SSW of Entrance Light Beacon (34°46'·82S 138°22'·53E).

ENC AU5137X8

[NP13-No 4-Wk 35/20]

## NP14 Australia Pilot Volume 2 (2019 Edition)

## Australia - Victoria - Cape Otway to Point Grey - Apollo Bay — Directions

101-102

Paragraph 3.73 3-8 *Replace by:*

- 3 SE of Henty Reef (38°47'·20S 143°41'·91E), a steep-to reef over which the sea breaks heavily in moderate conditions. The reef is covered by the red sector (354°–015°) of Apollo Bay front light (3.78). Thence:  
SE of Cape Patton (38°41'·47S 143°50'·39E) which has a bold and dark appearance. It is wooded except on its grass covered W side.
- 4 The track then continues NE, passing:  
SE of Addis Bay (38°40'·98S 143°51'·05E). Mount Meuron (38°40'·50S 143°50'·76E), rises close within the head of Addis Bay. Thence:  
SE of Point Hawdon (38°40'·33S 143°51'·99E), thence:  
SE of Point Sturt (38°38'·51S 143°53'·63E), thence:
- 5 To a position SE of Point Grey (38°32'·89S 143°59'·30E). Point Grey is low and grassy; a drying reef extends 1½ cables E from the point. Fishers Creek (38°33'·32S 143°58'·68E) enters the sea where there is a break in the coastal reef.
- 6 **Useful marks:**  
Mount Saint George (38°33'·68S 143°58'·07E), a conical grassy hill.  
(Directions continue for the coastal route at 3.84)

Australian Notice 16/829/19

[NP14-No 3-Wk 38/19]

**Australia - Victoria - Cape Otway to Point Grey -  
Apollo Bay — Directions**

**102-103**

Paragraph 3.78 1-2 *Replace by:*

- 1 **Approach from east.** An approach clear of any danger is best made from the E to the anchorage (3.76).

**Approach from south.** An approach to Apollo Bay can also be made from the S passing W of Henty Reef.

- 2 **Apollo Bay Leading lights:**

Front light (white framework beacon, 4 m in height) (38°43'56S 143°42'38E).

Rear light (white triangle, point down, on tower, 5 m in height) (5½ cables from front light).

From a position 2½ miles S of Point Bunbury the approach leads NNE on the alignment (017°5') of these lights and in the white sector (016°–019°) of the front leading light, passing:

Paragraph 3.78 5 *Replace by:*

- 5 **Entry leading lights:**

Front light (orange rectangle on beacon) (38°45'63S 143°40'63E).

Rear light (similar structure) (33 m from front light).

From a position N of the E breakwater head (3.77), the alignment (187°5') of these lights leads into the harbour.

Australian Notice 16/829/19 [NP14-No 4-Wk 38/19]

**Victoria - South coast - Lakes Entrance -  
Bullock Island — Prohibited anchorage**

**176**

After Paragraph 6.105 2 line(s) 4 *Insert:*

Anchoring is also prohibited in an area best seen on the chart covering the harbour entrance and the S and W sides of Bullock Island.

Australian Chart 182 [NP14-No 1-Wk 25/19]

**Tasmania – Devonport — Berths; depths**

**199-200**

Paragraph 7.87 1 line(s) 1-6 *Replace by:*

- 1 **Berths:**

No 1 East (41°10'80S 146°21'95E): passenger and RoRo freight ferry; length 115 m; dredged depth alongside 6.9 m (2019); RoRo ramp at N end; maximum size of vessel; 195 m LOA, beam 37 m.

Paragraph 7.87 1 line(s) 7-11 *Replace by:*

No 2 East (41°10'91S 146°21'99E): RoRo freight vessels, container and general cargo; length 180 m; dredged depth alongside 9.3 m (2019); RoRo ramp at N end; maximum size of vessel, 195 m LOA, beam 31.7 m.

Paragraph 7.87 2 *Replace by:*

- 2 No 3 East (41°10'99S 146°22'00E): containers, general and dry bulk; length 118 m; dredged depth alongside 8.2 m (2019); RoRo ramp at S end with dredged depth alongside 6.3 m (2019); maximum size of vessel, 200 m LOA, beam 31.7 m.

Australian Notice 8/387/19 [NP14-No 2a-Wk 31/19]

**Tasmania – Devonport — Berths; depths**

**200**

Paragraph 7.88 1-2 *Replace by:*

- 1 **Berths:**

No 1 West (41°10'96S 146°21'79E): bulk cement; length 87 m; dredged depth alongside 8.5 m (2019); maximum size of vessel, 190 m LOA, beam 31 m.

No 3 West (41°11'12S 146°21'77E): general cargo and bulk tallow; length 167 m; depth alongside from 6.8 to 7.4 m; maximum size of vessel, 180 m LOA, beam 37 m.

- 2 No 4 West (41°11'20S 146°21'81E): oil products, bulk wheat, refrigerated, container, general cargo, livestock, bulk tallow and RoRo, length 198 m; dredged depth alongside 7.7 m (2019); maximum size of vessel, 205 m LOA, beam 31 m.

No 5 West (41°11'30S 146°21'89E): LPG; a T-shaped jetty supported on steel piles and connected by catwalks; length 40 m across the head; depth alongside 5.5 m; maximum size of vessel, 110 m LOA, beam 20 m.

Australian Notice 8/387/19 [NP14-No 2b-Wk 31/19]

**Tasmania - North coast - River Tamar -  
Long Reach — Directions; marine farm**

**205**

Paragraph 7.118 2 line 3 *Replace by:*

...146°54'96E), thence:  
Close NE of a marine farm (41°09'87S 146°54'86E).

Australian Notice 1/28/20 [NP14-No 5-Wk 07/20]

**Tasmania - South coast - Storm Bay —  
Directions; marine farm**

**264**

After Paragraph 9.131 1 line 8 *Insert:*

Clear of an extensive marine farm (43°06'43S 147°32'95E), thence:

Australian Notice 1/29/20 [NP14-No 6-Wk 07/20]

# NP14

## Tasmania – East coast – Maria Island — Directions; ODAS

275

Paragraph 10.25 1 lines 6–7 *Replace by:*

Clear of a submerged ODAS (42°35'79S  
148°14'01E), depth 20 m, marked by a light buoy  
(special) 3¾ cables SE, thence:

Australian Notice 5/200/20

[NP14-No 7-Wk 16/20]

## New South Wales – Sydney Harbour – Goat Island — Directions; light sector

337

Paragraph 12.148 4 line(s) 6–12 *Replace by:*

The bridge red lights indicate its centre and point of  
greatest clearance. At night, the white sector  
(280.3°–281.7°) of Goat Island Directional Light  
(33°51'06S 151°11'93E), exhibited from the NE end of the  
island, leads under the bridge in deeper water.

Paragraph 12.148 5 line(s) 1–3 *Delete*

Australian Notice 21/846/20

[NP14-No 8-Wk 51/20]

## NP15 Australia Pilot Volume 3 (2018 Edition)

## Nouvelle-Calédonie – Récifs et Iles Chesterfield — Anchorage

97

Paragraph 2.170 6 lines 1–11 *Replace by:*

- 6 **Ile Longue** (19°52'18S 158°18'68E). Anchorage  
may be obtained about 6 cables NE of the island,  
centred on 19°51'52S 158°19'15E, 350 m swinging  
radius, in 32 m. Mariners should note a dangerous  
wreck (19°51'73S 158°19'08E) lying close S of the  
anchorage, and the shoals 1½ cables off the reef on  
that side of the island. The holding ground is good but  
the berth is exposed to sea and swell from SE.  
Landing from boats can be effected, with caution and  
in good visibility, from the vicinity of the anchorage  
using a channel, less than 1 cable in width, leading  
through the reef.

Paragraph 2.170 7 lines 1–4 *Replace by:*

- 7 The approach track from W, through Passe de l'Ile  
Longue, is made along the recommended routes.

French Chart 5978/19

[NP15-No 16-Wk 18/19]

## Australia – East coast – Approach to Newcastle — Restricted area

112

*After Paragraph 3.81 1 Insert:*

**Unexploded ordnance.** An area containing  
unexploded ordnance, with a radius of about 5 cables,  
is centred on 32°59'10S 151°48'84E. The area is not  
safe for anchoring or seabed activities.

Paragraph 3.81 2 line(s) 1–5 *Replace by:*

2 **Restricted area** lies within a sector of the port  
limit, encompassing the port approaches and TSS.  
This restricted area represents a fairway for...

Australian Chart 207/19

[NP15-No 26-Wk 27/19]

## Australia – New South Wales – Newcastle – Stockton Bight — Pilotage

112

Paragraph 3.82 1 line 4 *Replace by:*

...(ALPHA), 32°58'87S 151°52'69E (BRAVO) and  
32°56'00S 151°52'65E (CHARLIE) by...

Australian Notice 18/765/18

[NP15-No 8-Wk 40/18]

## Australia – New South Wales – Perpendicular Point — Directions; ESSA

124

Paragraph 3.145 5 line 6 *Replace by:*

...And:

Clear of light buoy (31°40'82S 152°54'62E)  
(special) marking the centre of an ESSA.  
Restrictions on access and activities apply (see  
1.80). Thence:

Australian Notice 19/807/18

[NP15-No 11-Wk 42/18]

## Australia – East coast – Coffs Harbour to Evans Head — Environmentally Sensitive Sea Area

129

*After Paragraph 3.178 1 line 5 Insert:*

## Environmentally Sensitive Sea Area 3.178a

1 The inshore routes described in this section pass  
through an ESSA which has restrictions on access  
and activities. For details see *Seafarers Handbook for  
Australian Waters*.

Australian Chart AUS 812/18

[NP15-No 9-Wk 41/18]

## Australia – East coast – New South Wales – Ballina — Major light

130

*After Paragraph 3.179 1 line(s) 9 Insert:*

Ballina Head Light (28°52'04S 153°35'52E)  
(3.202).

Australian Notice 8/374/19

[NP15-No 17-Wk 21/19]



**Australia - East coast - New South Wales -  
Ballina — Directions; major light**

135

Paragraph 3.202 including heading *Replace by*:

**Principal marks**

**3.202**

**1 Major lights:**

- Ballina Head Light (white masonry tower and lantern, 7 m in height) (28°52'·04S 153°35'·52E).
- Cape Byron Light (white concrete tower and lantern, 22 m in height) (28°38'·31S 153°38'·18E).
- Fingal Head Light (white stone tower and lantern, 7 m in height) (28°12'·01S 153°34'·29E); the light is obscured when near to Cook Island (28°11'·76S 153°34'·73E) between bearings 229° and 242°.
- Coolangatta Aero Light (28°09'·88S 153°30'·45E).

Australian Notice 8/374/19 [NP15-No 18-Wk 21/19]

**Australia - Queensland - Brisbane -  
North Stadbroke Island — Directions; ODAS**

139

After Paragraph 3.230 1 line 1 *Insert*:

- E of a submerged ODAS (27°20'·61S 153°33'·72E), depth 20 m, thence:

Australian Notice 5/190/20 [NP15-No 53-Wk 16/20]

**Australia - Queensland - Mooloolaba -  
Mooloolah River — Directions; sector light**

148-149

Paragraph 4.41 4-5 *Replace by*:

- 4 **Directions.** From a position NW of Point Cartwright Light (26°40'·79S 153°08'·31E) (4.12) the track leads SE within the white sector (130·6°–131·7°) of a direction light (red and white beacon) (26°40'·93S 153°08'·13E) across the bar, lying outside the entrance, to the N end of the harbour basin, passing:
- 5 Between the heads of the two breakwaters (26°40'·78S 153°07'·94E). A light beacon (round structure) stands on each head. Thence:
- Between two pairs of light beacons (lateral) marking a channel 46 m in width and dredged to 2·5 m.

Australian Notice 13/476/20 [NP15-No 54-Wk 31/20]

**Australia - Queensland - Brisbane —  
Port regulations**

152

Paragraph 4.55 3 lines 1–9 *Replace by*:

- 3 When passing vessels other than tankers, vessels with combined lengths totalling less than 370 m may pass each other in the inner and outer bar channels.

Tankers are subject to additional passing restrictions. Non gas freed tankers are not permitted to pass another non gas freed tanker.

Paragraph 4.56 1 lines 1–3 *Replace by*:

- 1 A vessel's trim must not exceed 2% of the vessel's LOA, with propellers fully immersed. A vessel must not be trimmed by the bow and must be upright with no list for any passage within the Brisbane Pilotage Area.

Brisbane Port Handbook (2019)

[NP15-No 46-Wk 45/19]

**Australia - Queensland - Brisbane —  
Restricted area**

152

After Paragraph 4.55 3 *Insert*:

- 4 **Restricted area.** Vessels with an overall height greater than 9 m are prohibited from entering an area centred on 27°20'·98S 153°07'·55E, NNE of Brisbane Airport. All vessels are requested to avoid the flight path zone and are advised not to stop if transiting.

Australian Notice 15/534/20 [NP15-No 55-Wk 36/20]

**Australia - Queensland - Moreton Bay -  
St Helena Island — Directions; wreck**

156

After Paragraph 4.73 2 line 7 *Insert*:

- Clear of a dangerous wreck (27°22'·77S 153°16'·78E), thence:

Australian Notice 3/345/18 [NP15-No 6-Wk 24/18]

**Australia - East coast - Queensland -  
Wide Bay Harbour — Directions; light**

167

Paragraph 5.52 1-2 *Replace by*:

- 1 From a position in the vicinity of a light buoy (special) (25°47'·90S 153°10'·00E) moored E of Hook Point (25°47'·60S 153°04'·58E), the track leads generally WNW across The Bar which, when not marked by breakers, may be seen by the discolouration of the water; the bar is steep-to on its seaward side.
- 2 **Inskip Point Leading Light Beacons:**  
Front light beacon (white triangle, point up on structure) (25°48'·62S 153°03'·89E).

After Paragraph 5.52 4 line 5 *Insert*:

**Useful marks:**

- Hook Point Light (white tower, trapezium daymark) (25°47'·03S 153°04'·73E).

Australian Notice 16/818/19; ENC AU426153

[NP15-No 27-Wk 38/19]

# NP15

## Australia - Queensland - Port Bundaberg — Directions; lights

178

Paragraph 5.126 4 lines 1–9 *Replace by:*

### 4 Sea Reach Leading Lights:

Front light (beacon) (24°45'·26S 152°23'·87E).

Rear light (3½ cables from front light).

The alignment (270°) of these lights leads into the entrance channel and through Sea Reach, passing:

Paragraph 5.127 2 lines 5–7, and 3 lines 1–3 *Replace by:*

### Middle Reach Approach Leading Lights:

Front light (beacon) (24°45'·50S 152°23'·16E).

Rear light (beacon) (1½ cables from front light).

### Middle Reach Departure Leading Lights:

Front light (beacon) (24°45'·24S 152°24'·03E).

Rear light (beacon) (110 m from front light).

- 3 The alignment (252°), ahead, of the approach lights and (072°), astern, of the departure lights, leads through Middle Reach, passing...

Paragraph 5.127 3 lines 7–9, and 4 lines 1–3 *Replace by:*

### Inner Reach Approach Leading Lights:

Front light (beacon) (24°45'·85S 152°22'·81E).

Rear light (beacon) (150 m from front light).

### Inner Reach Departure Leading Lights:

Front light (beacon) (24°45'·39S 152°23'·39E).

Rear light (beacon) (1 cable from front light).

- 4 The alignment (229°), ahead, of the approach lights and (049°), astern, of the departure lights, leads through Inner Reach, passing between...

Australian Notice 21/903/18 [NP15-No 12-Wk 47/18]

## Australia - Queensland - Gladstone — Restricted area

181

After Paragraph 5.150 1 line 10 *Insert:*

Numerous restrictions apply within Great Barrier Reef Marine Park (GBRMP) Zones. For further information see 1.83.

ENC AU5245X6 Ed 6.00 [NP15-No 60-Wk 52/20]

## Australia - Queensland - Gladstone — Directions

185-186

Paragraph 5.171 1-4 *Replace by:*

- 1 Clinton Channel (23°49'·23S 151°14'·80E) leads NW from its junction with Auckland Channel NNW of Auckland Point (23°49'·91S 151°15'·23E), passing NE of Clinton Wharf, to the vicinity of WICET Departure Channel and Clinton Swing Basin (23°48'·63S 151°14'·40E).

### 2 Clinton Channel Outward Leading Light Beacons:

Front light beacon (triangle apex up on black pile) (23°50'·16S 151°16'·13E).

Rear light beacon (yellow framework tower) (23°50'·26S 151°16'·28E).

- 3 The alignment (126·6°), astern, of the above light beacons (lights also displayed by day), leads NW for about 4½ cables into Clinton Channel, passing:

SW of A7 Light Beacon (special) (23°49'·51S 151°15'·34E), marking a bank with a least depth of 7·8 m, thence:

NE of the SE end of Clinton Coal Loader Wharf (23°49'·52S 151°14'·83E).

### 4 Clinton Channel Departure Leading Light Beacons:

Front light. A8 Light Beacon (port hand) (23°49'·74S 151°15'·30E).

Rear light (on grain loader gallery) (2½ cables from front light).

- 5 The alignment (138·5°), astern, of the above light beacons, leads NW about 1 mile through Clinton Channel, passing:

SW of a shoal (23°49'·14S 151°14'·86E) marked by CB2 and CB4 Light Beacons (port hand).

SW of CB6 Light Beacon (W cardinal) (23°49'·01S 151°14'·70E).

Thence the track continues to the vicinity of Clinton Swing Basin, E of W2 Light Beacon (port hand) (23°48'·56S 151°13'·90E).

The track then leads WNW to WICET Departure Channel, or joins Jacobs Channel (5.173) or Targinie Channel (5.175).

### 6 Useful marks:

Power station chimneys (23°51'·03S 151°13'·19E).

Former Clinton Channel departure light (on silo) (23°49'·97S 151°15'·44E).

ENC AU5245X6 Ed 6.00 [NP15-No 61-Wk 52/20]

## Australia - Queensland - Gladstone — Directions

186

Paragraph 5.172 1 *Replace by:*

- 1 Clinton Bypass Channel is the alternative to Clinton Channel for lighter-draught vessels and leads from abreast Barney Point (23°50'·26S 151°16'·28E) to Clinton Swing Basin (23°48'·63S 151°14'·40E).

**Directions.** Clinton Bypass Channel is marked by light beacons (lateral and special). The channel is entered between the shallow bank on the NE side of Clinton Channel, E of A7 Light Beacon (5.170), and the W end of Middle Bank (5.170).

### 2 Clinton Bypass Arrival Leading Light Beacons:

Front light. CBAF Light Beacon (black and green beacon with orange triangle, apex up) (23°48'·25S 151°13'·80E).

Rear light. CBAR Light Beacon (black beacon, two sphere topmark and orange triangle, apex down) (4 cables from front light).

### 3 Clinton Bypass Departure Leading Light Beacons:

Front light. CBDF Light Beacon (black beacon, two sphere topmark and orange triangle, apex up) (23°50'·23S 151°16'·53E).

Rear light. CBDR Light Beacon (black beacon, topmark with two cones, point up and orange triangle, apex down) (4¼ cables from front light).

The alignment (308°) of the arrival light beacons, and (128°), astern, of the departure light beacons, leads NW through Clinton Bypass Channel, to a position WSW of Permean Point (23°48'·79S 151°14'·74E) in the vicinity of the Swing Basin.

4 **Clinton Bypass Outward Leading Light Beacons:**

Front light (black beacon with white triangle, apex up) (23°49'·41S 151°15'·69E).

Rear light (black beacon with white triangle, apex down) (1½ cables from front light).

The alignment (120°), astern, of the above light beacons leads generally WNW into WICET Departure Channel, or continues WNW to join Jacobs Channel (5.173) or Targinie Channel (5.175).

ENC AU5245X6 Ed 6.00 [NP15-No 62-Wk 52/20]

**Australia - Queensland -  
Gladstone — Directions**

**186-187**

Paragraph 5.174 1-5 *Replace by:*

**Spare  
5.174**

ENC AU5245X6 Ed 6.00 [NP15-No 63-Wk 52/20]

**Australia - Queensland -  
Rockhampton — Directions; wreck**

**196**

Paragraph 5.222 6 line(s) 7-8 *Delete*

Australian Notice 21/851/20 [NP15-No 59-Wk 51/20]

**Australia - Queensland - Approaches to Mackay  
— Directions; alignment; position**

**208**

Paragraph 6.42 3 line(s) 12-15 *Replace by:*

For vessels bound for Mackay the track leads WSW to join the alignment of Outer Harbour Leading Light Beacons (6.188) in the vicinity of 21°06'·93S 149°21'·62E.

Australian Notice 2/52/20 [NP15-No 49-Wk 09/20]

**Australia - Queensland - Approaches to Mackay  
— Pilotage; position**

**226**

Paragraph 6.182 1 line(s) 3 *For* 21°07'·03S 149°17'·14E *Read* 21°06'·60S 149°18'·50E

Australian Notice 2/52/20 [NP15-No 50-Wk 09/20]

**Australia - Queensland - Approaches to Mackay  
— Directions; leading lights; depth; shoal**

**227-228**

Paragraph 6.188 1 line(s) 1-6 *Replace by:*

1 **Outer Harbour Leading Light Beacons:**

Front beacon (21°06'·12S 149°13'·75E).

Rear beacon (2¾ cables from front beacon).

Paragraph 6.188 2 line(s) 1-10 *Replace by:*

2 From a position about 7 miles ENE of Flat Top Island Lighthouse (21°09'·69S 149°14'·79E) (6.187) the alignment (276°) of the above light beacons leads W to a position off the harbour entrance, passing:

Paragraph 6.188 3 line(s) 1 *For* NNE *Read* N

Paragraph 6.188 3 line(s) 6 *For* NNE *Read* N

Paragraph 6.188 4 line(s) 1 *For* SSW *Read* S

Australian Notice 2/52/20 [NP15-No 51-Wk 09/20]

**Australia - Queensland - Approaches to Mackay  
— Directions; shoal; position**

**228**

Paragraph 6.189 1 line(s) 9 *Delete*

Paragraph 6.189 2 line(s) 1-6 *Replace by:*

2 Thence Outer Harbour Leading Light Beacons (21°06'·12S 149°13'·75E) may be brought into line and the directions at 6.188 followed.

Australian Notice 2/52/20 [NP15-No 52-Wk 09/20]

**Australia - East coast - Whitsunday Passage —  
Tidal streams**

**241**

Paragraph 7.80 2 line 6 *For* S-going *Read* N-going

Correspondence Australian Hydrographic Office  
[NP15-No 7-Wk 27/18]

**Australia - Queensland - Whitsunday Passage -  
Grassy Island — Anchorage**

**251**

Paragraph 7.122 2 lines 1-4 *Replace by:*

2 **Anchorage** may be obtained in sand 1 mile S of Grassy Island. This anchorage is the only one on this stretch of coast with shelter from N winds.

**Caution.** Depths greater than charted have been reported (2018) in the anchorage.

Correspondence Australian Hydrographic Office  
[NP15-No 10-Wk 42/18]

# NP15

## Australia - Queensland - Abbot Point Terminal — Anchorages

255

Paragraph 7.145 1 *Replace by:*

- 1 **Outer Anchorages.** Anchor berths, designated 1 – 18, lie about 8 miles NNW of Abbot Point in depths of 30 to 40 m.

**Abbot Point.** Vessels awaiting a pilot should anchor within 1 mile of the pilot boarding place (7.146).

- 2 **Abbot Bay.** Anchorage for small vessels may be obtained in a depth of 5 m at a distance of 4 to 5 cables offshore in Abbot Bay W of Mount Luce (19°53'·92S 148°02'·05E). Swell at the anchorage frequently causes heavy rolling.

**Local knowledge** is required.

Australian Notice 16/590/20 [NP15-No 58-Wk 39/20]

## Australia - East coast - Queensland - Abbot Point — Pilotage

255

Paragraph 7.146 1 line(s) 2-3 *Replace by:*

...(19°47'·50S 148°03'·50E) is 5½ miles NNW of Abbot Point.

Australian Notice 11/518/19 [NP15-No 20-Wk 27/19]

## Australia - East coast - Queensland - Lucinda — Pilotage

266

Paragraph 8.49 2 line(s) 5-7 *Replace by:*

...Townsville VTS. Pilot boards in position 18°29'·00S 146°25'·00E.

Australian Notice 11/527/19 [NP15-No 21-Wk 27/19]

## Australia - East coast - Queensland - Lucinda — Directions; pilotage; lights

266

Paragraph 8.51 2 line(s) 1-7 *Replace by:*

- 2 **Offshore berth.** From a position ENE of Lucinda Point (18°31'·61S 146°20'·39E), in the vicinity of the pilot boarding position (8.49), the track leads as required for berthing.

Paragraph 8.51 3 line(s) 1-4 *Replace by:*

- 3 The alignment (204°) of a pair of approach leading lights positioned on the jetty assist vessels approaching from NNE.

Australian Notice 11/527/19 [NP15-No 22-Wk 27/19]

## Australia - Queensland - Lucinda — Directions; lights

266-267

Paragraph 8.53 1, 2 and 3 *Replace by:*

- 1 From the vicinity of the pilot boarding position (18°29'·91S 146°23'·98E), the track leads WSW in the white sector (244·9°-247·9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'·61S 146°20'·39E), across the S part of the bar in a least charted depth of 1·0 m, passing:

NNW of a light buoy (safe water) (18°30'·62S 146°23'·22E), marking the outer end of the fairway, thence:

NNW of the head of the offshore berth (18°31'·27S 146°23'·17E).

- 2 **Leading mark.** When the directional light is distant 1 cable, the track leads W with the head of the inshore berth (18°31'·30S 146°19'·90E) bearing 270°; a light is exhibited from each end of the berth. The track leads direct to the berth.

**Caution.** The shoal, with a small drying patch (18°31'·24S 146°20'·05E) NE of Lucinda inshore berth, has extended S over a long period into the channel; its S edge is marked by No 24 Light Buoy (18°31'·30S 146°20'·00E) (port hand).

Australian Notice 10/389/18 [NP15-No 1-Wk 24/18]

## Australia - East coast - Lucinda — Directions; shoal

266-267

Paragraph 8.53 1-3 including existing Section IV Notice Week 24/18 *Replace by:*

- 1 From the vicinity of the pilot boarding position (18°29'·91S 146°23'·98E), the track leads WSW in the white sector (244·9°-247·9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'·61S 146°20'·39E), across the S part of the bar in a least charted depth of 1·0 m, passing:

NNW of a light buoy (safe water) (18°30'·62S 146°23'·22E), marking the outer end of the fairway, thence:

NNW of the head of the offshore berth (18°31'·27S 146°23'·17E).

- 2 When the directional light is distant 1 cable, the track leads W, parallel with the Offshore Berth pier (8.61), to a position 1½ cables ESE of a dolphin (18°31'·32S 146°19'·99E) on which stands a light beacon (starboard hand). Course is then altered to the berth, passing between the light beacon (starboard hand) and a light buoy (port hand) (18°31'·30S 146°20'·00E).

- 3 **Caution.** The shoal, with a small drying patch (18°31'·24S 146°20'·05E) NE of Lucinda inshore berth, has extended S and E over a long period into the channel.

Australian Notice 2/55/19 [NP15-No 14-Wk 08/19]



**Australia - East coast - Lucinda —  
Directions; pilotage; light**

**266-267**

Paragraph 8.53 1-3 including Existing Section IV Notice Week 08/19 *Replace by:*

- 1 From the vicinity of the pilot boarding position (8.49), the track leads WSW in the white sector (244.9°-247.9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'·61S 146°20'·39E), across the S part of the bar in a least charted depth of 1.0 m, passing:
  - 2 NNW of a light buoy (safe water) (18°30'·45S 146°23'·20E), marking the outer end of the fairway, thence:  
NNW of the head of the offshore berth (18°31'·27S 146°23'·17E).
- When the directional light is distant 1 cable, the track leads W, parallel with the Offshore Berth pier (8.61), to a position 1½ cables ESE of a dolphin (18°31'·32S 146°19'·99E) on which stands a light beacon (starboard hand). Track is then altered to the berth, passing between the light beacon (starboard hand) and a light buoy (port hand) (18°31'·30S 146°20'·00E).
- 3 **Caution.** The shoal, with a small drying patch (18°31'·24S 146°20'·05E) NE of Lucinda inshore berth, has extended S and E over a long period into the channel.

Australian Notice 11/527/19 [NP15-No 23-Wk 27/19]

**Australia - Queensland - Lucinda —  
Directions; lights**

**266-267**

Paragraph 8.53 1-3 including existing Section IV Notice Week 27/19 *Replace by:*

- 1 From the vicinity of the pilot boarding position (8.49), the track leads WSW in the white sector (244.9°-247.9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'·61S 146°20'·39E), across the S part of the bar in a least charted depth of 1.0 m, passing:  
NNW of the head of the offshore berth (18°31'·27S 146°23'·17E).
- 2 When the directional light is distant 1 cable, the track leads W, parallel with the Offshore Berth pier (8.61), to a position 1½ cables ESE of a dolphin (18°31'·32S 146°19'·99E) on which stands a light beacon (starboard hand). The track then leads to the berth, passing between the light beacon (starboard hand) and a light buoy (port hand) (18°31'·30S 146°20'·00E).
- 3 **Caution.** The shoal, with a small drying patch (18°31'·24S 146°20'·05E) NE of Lucinda inshore berth, has extended S and E over a long period into the channel.

Australian Notice 20/1040/19; AUS 259  
[NP15-No 47-Wk 45/19]

**Australia - East coast - Queensland -  
Hinchinbrook Channel —  
Directions; leading lights**

**268**

Paragraph 8.58 4 lines 5-7 *Delete*

Paragraph 8.59 1 lines 1-3 *Replace by:*

- 1 The track then leads S for 1¼ miles, passing:  
Paragraph 8.59 4 lines 6-8 *Delete*
- Paragraph 8.59 5 lines 1-6 *Replace by:*
- 5 Thence the track leads E from the vicinity of No 9 Light Buoy, passing:  
Paragraph 8.60 1 lines 2-4 *Delete*

Australian Notice 24/1066/18 [NP15-No 13-Wk 52/18]

**Australia - Queensland -  
Mourilyan — Anchorages**

**279**

Paragraph 8.144 3 lines 1-4 *Replace by:*

- 3 **Outer anchorages.** Two anchorage berths (17°36'·72S 146°11'·41E and 17°37'·82S 146°11'·69E) lie ESE of the harbour entrance, in depths of about 20 m, mud and sand.

Australian Notice 17/864/19 [NP15-No 28-Wk 40/19]

**Australia - Queensland - Cairns — Pilotage**

**291**

Paragraph 9.57 1 line 9 *For* 16°48'·60S 145°50'·60E *Read* 16°48'·10S 145°50'·10E

Paragraph 9.57 1 lines 12-13 *Replace by:*

...LOA in adverse weather. Pilot boarding ground Delta (16°46'·00S 145°50'·00E). For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Australian Notice 4/146/19 [NP15-No 15-Wk 12/19]

**Australia - East coast - Queensland -  
Approaches to Cairns — Pilotage**

**291**

Paragraph 9.57 1 line(s) 1-13 including Existing Section IV Notice Week 12/19 *Replace by:*

- 1 Pilotage is compulsory for all vessels more than 50 m LOA, except vessels exempted, and is available 24 hours a day. Foreign vessels between 35 m and 50 m LOA, and Australian vessels of 50 m and over, except those with pilotage exemption, must embark a pilot for the transit of Smiths Creek. The Cairns Pilot boarding ground Alpha (16°47'·50S 145°53'·50E) is for vessels over 180 m LOA. Pilot boarding ground Bravo (16°48'·60S 145°50'·60E) is for vessels less than 180 m LOA. Pilot Boarding Ground Charlie (16°50'·26S 145°49'·04E) is for vessels 100m or less LOA in adverse weather. Pilot boarding ground Delta (16°46'·00S 145°50'·00E). For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Australian Notice 11/521/19 [NP15-No 24-Wk 27/19]

# NP15

## Australia - Queensland - Cairns — Directions; lights

292

Paragraph 9.65 1-3 *Replace by:*

- 1 **Caution.** It is not advisable to enter the channel if another vessel is already navigating within.

### Outer Cutting Leading Lights:

Front light T1 Light Beacon (16°54'·86S 145°47'·01E).

Rear direction light (3½ cables from front light) standing on shore.

- 2 The alignment (209°) of these lights leads SSW through Entrance Channel, marked by light buoys and beacons (lateral and cardinal), until WNW of C20 Light Beacon (special) (16°54'·64S 145°47'·21E). See 9.62 for remarks on tidal streams in this vicinity.

Paragraph 9.66 1 line(s) 1-5 *Replace by:*

- 1 **Inner Cutting Leading Light Beacons:**

Front light beacon (16°54'·16S 145°47'·28E).

Rear light beacon (2 cables from front light).

From a position in the channel WNW of C20 Light Beacon, the alignment (013°), astern, of these...

Australian Notice 18/930/19 [NP15-No 34-Wk 42/19]

## Australia - Queensland - Cape Melville - Pipon Islets — Directions; two-way route

306-307

Paragraph 9.146 4 line 11 *Replace by:*

...always visible. Thence:

Paragraph 9.146 5-9 *Replace by:*

- 5 The track continues NNW to a position SSW of Singleton Patch (14°09'·63S 144°35'·58E), steep-to and covered by a red sector (287°-301°) of Pipon Islets Light, 5 miles WNW (9.146a).

*(Directions continue for the passage SW of Pipon Islets at 9.146a and for the passage NE of Pipon Islets at 9.146b)*

### Cape Melville to King Island passing SSW of Pipon Islets 9.146a

- 1 From a position SSW of Singleton Patch (14°09'·63S 144°35'·58E) (9.146), a two-way route leads WNW passing:  
NNE of Hales Island (14°11'·00S 144°32'·25E), with above-water rocks close E and SE; a rocky point on the mainland (61 m in height), lies 3 cables S. Thence:
- 2 NNE of Cape Melville (14°10'·78S 144°30'·48E), rising to over 200 m a short distance inland. Wedge Rocks (14°10'·10S 144°31'·40E), lie within the coastal 5 m depth contour. Thence:
- 3 SSW of Pipon Islets (14°07'·35S 144°31'·25E) consisting of a number of islets lying near the edges of a drying reef, steep-to on its E and S sides. The largest islet, on the NE side of the reef, is covered with mangroves. Pipon Islets Light (white GRP hut on stainless steel framework tower, 25 m in height) (14°07'·71S 144°30'·87E) stands on the SW islet, which is 12 m in height and tree-covered. Thence:

- 4 NNE of Channel Rocks (14°08'·41S 144°28'·98E), marked by light buoy (starboard hand), the immediate outer danger on the N side of Cape Melville and covered by a red sector (059°-082°) of Pipon Islets Light. Boulder Rock (14°09'·05S 144°29'·00E) and Cape Rock (14°09'·85S 144°29'·24E), which resemble each other, lie 6 cables and 1½ miles S of Channel Rocks. A foul area which extends 2½ cables NE from Boulder Rock is marked at its outer end by a rock, 2 m in height, and by a detached rock which dries 1·2 m and nearly always breaks. Details of the flow to be expected in the vicinity of Channel Rocks are given at 9.138. And:

- 5 SSW of Oswald Shoal (14°06'·51S 144°29'·74E), difficult to see, even from aloft, thence:  
SSW of Aylen Patch (14°06'·04S 144°28'·73E), the outer danger immediately WNW of Pipon Islets.

The route then leads NW, passing:

Either side of a shoal patch with a depth of 13·1 m (14°04'·93S 144°25'·61E), marked by a light buoy (isolated danger), thence:

- 6 To a position about 5 miles NNE of King Island (14°05'·70S 144°20'·00E) (10.70).

*(Directions continue at 10.66 for the passage through Fairway Channel and at 10.68 for King Island to Eden Reef)*

### Cape Melville to King Island passing NE of Pipon Islets 9.146b

- 1 From a position SSW of Singleton Patch (14°09'·63S 144°35'·58E) (9.146), a two-way route leads NNW passing:  
ENE of Pipon Islets (9.146a), thence:  
ENE of Pipon Shoals (14°05'·90S 144°31'·70E), marked by a light buoy (E cardinal), and:
- 2 WSW of Melanie Rock (14°05'·96S 144°34'·42E), which has a depth of 0·9 m and is marked by V-AIS (W cardinal). The rock lies on the NW-most point of Melanie Patches. Thence the track leads WNW, passing:  
SSW of Tydeman Reef (13°59'·00S 144°31'·00E), thence:
- 3 SSW of Davie Reef (13°59'·00S 144°27'·00E). The track then continues to a position about 5 miles NNE of King Island (14°05'·70S 144°20'·00E) (10.70).

Australian Notice 17/865/19 [NP15-No 29-Wk 40/19]

## Australia - Queensland - Cape Melville — Directions

307

Paragraph 9.147 2 line 8 *Replace by:*

*(Directions continue at 10.66 for the passage through Fairway Channel and at 10.68 for King Island to Eden Reef)*

Australian Notice 17/865/19

[NP15-No 30-Wk 40/19]

**Australia - Queensland - Cape Melville -  
Fairway Channel — Routes**

**317**

Paragraph 10.60 1 line(s) 1-3 *Replace by:*

- 1 From the vicinity of King Island (14°05'·70S 144°20'·00E) (10.70), the recommended two-way route leads NW for 25 miles, thence generally NNW for 44 miles...

Australian Notice 17/865/19 [NP15-No 31-Wk 40/19]

**Australia - Queensland - King Island to  
First Three Mile Opening — Directions**

**318**

Paragraph 10.67 1-4 *Replace by:*

- 1 From a position within the two-way route about 5 miles NNE of King Island (14°05'·70S 144°20'·00E) (10.70), the track leads NW passing:  
SW of Wilson, Joan and Rodda Reef (13°55'·35S 144°21'·35E), thence:  
NE of the N tip of Corbett Reef Light Beacon (13°54'·05S 144°14'·31E) marking the W side of Fairway Channel (10.22), thence:
- 2 SW of an isolated shoal patch, (13°46'·04S 144°09'·50E), marked by a light buoy (isolated danger), thence:  
To a position SSW of Creech Reef (13°38'·00S 144°06'·00E) where the track continues NNW, passing:  
WSW of South Creech Light (13°39'·70S 144°06'·00E), thence:  
ENE of the NE tip of Magpie Reef (13°45'·85S 143°51'·10E), thence:  
WSW of First Three Mile Opening (10.35), thence:
- 3 **Useful marks:**  
South Creech Light (13°39'·70S 144°06'·00E) (10.34).  
Light beacon (13°26'·21S 143°58'·15E) (10.35), marking the NW side of First Three Mile Opening (10.35).

(Directions continue at 10.106)

Australian Notice 17/865/19 [NP15-No 32-Wk 40/19]

**Australia - Queensland - King Island to  
Eden Reef — Directions**

**318-319**

Paragraph 10.70 1-3 including heading *Replace by:*

**King Island to Eden Reef  
10.70**

- 1 From a position within the two-way route about 5 miles NNE of King Island, the track leads SW passing:  
NW of King Island (14°05'·75S 144°20'·00E), low, wooded and reef-fringed, thence:
- 2 SE of Clack Island (14°04'·60S 144°15'·30E), its E end steep and bare, the W end covered with bushes and mangroves. A similar but lower islet lies close N. Clack Island marks the SE extremity of Clack Reef (14°04'·00S 144°14'·50E), which is steep-to. The NE end of the reef is marked by a mangrove island. And:

- 3 NW of Atkinson Reef (14°07'·40S 144°17'·15E), a small and dangerous below-water coral reef, lying at the outer end of a spit which extends 3 miles WSW from King Island. The reef is not marked by any tide-rips.

Australian Notice 17/865/19 [NP15-No 33-Wk 40/19]

**Papua New Guinea - Batumata Point to  
Buruma Point — Directions**

**359-360**

Paragraph 12.33 *Replace by:*

- 1 From the position close S of Batumata Point (10°17'·22S 148°57'·91E) the track leads W, passing:  
N of shoal depths (10°18'·60S 148°56'·10E) extending ENE from Grange Reef (10°18'·21S 148°51'·90E), which dries. Grange Islet (10°18'·95S 148°53'·23E), low and wooded, lies on the reef. Grange Reef also extends about 1½ miles WNW from the islet before turning SW for about 4½ miles to Mindora Passage (12.38). And:
- 2 Clear of a 3-8 m patch (10°17'·10S 148°52'·52E), thence:  
S of the drying reefs (10°15'·67S 148°51'·56E and 10°15'·93S 148°50'·46E) and below-water rocks close W, situated in the SW part of Baxter Bay, thence:  
S of a reef lying 2 cables S of Buruma Point (10°14'·87S 148°47'·75E).
- 3 The track then leads WNW, passing:  
Clear of a broad shoal area (10°16'·20S 148°46'·78E), least depth 2-6 m, thence:  
NNE of an isolated drying coral patch (10°16'·90S 148°46'·03E), thence:  
Clear of an isolated drying coral patch (10°15'·97S 148°45'·66E).  
Thence the track leads to the vicinity of 10°15'·82S 148°45'·20E, about 2½ miles WSW of Buruma Point.

Australian Chart PNG 506; ENC AU411148

[NP15-No 35-Wk 44/19]

**Papua New Guinea - Buruma Point to  
Dedele Point — Directions**

**360**

Paragraph 12.34 *Replace by:*

- 1 **Caution.** Local knowledge is essential for the passage from Buruma Point (10°14'·87S 148°47'·75E) to Dedele Point (10°14'·15S 148°44'·73E).  
**Track.** From the position about 2½ miles WSW of Buruma Point the track leads initially W across the entrance to Henderson Bay, passing:
- 2 S of a drying reef (10°15'·13S 148°45'·00E), close SW of Varoe Reef, thence:  
N of the N extent of Elevala Reefs (10°16'·19S 148°44'·68E), an area of shoals and drying reefs; thence:  
Clear of a 5-1 m patch (10°15'·53S 148°44'·58E), thence:
- 3 S of Fan Reef (10°14'·59S 148°44'·32E), extending 5 cables SW from Dedele Point. A light beacon (starboard hand) marks the SW edge of the reef. Dedele Point, behind the reef, is a low, narrow and sandy point of land fringed with coconut palms. Thence:



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- 4 S of Cole Reefs (10°15'22S 148°43'74E) which dry in patches. A light beacon (starboard hand) stands on the W edge of the W-most of the reefs. Thence:  
N of an isolated shoal patch and underwater rock (10°15'90S 148°43'10E), thence:  
S of Nell Rock (10°14'38S 148°43'04E).
- 5 The track then leads to a position about 2¼ miles WSW of Dedele Point (10°14'15S 148°44'73E) and close N of Rot Reef, a drying reef marked on its W side by a light beacon (starboard hand) (10°15'75S 148°42'33E).

*(Directions continue at 12.62)*

Australian Chart PNG 506; ENC AU411148

[NP15-No 36-Wk 44/19]

## Papua New Guinea - Rothery Passage — Directions

360

Paragraph 12.40 1-4 *Replace by:*

- 1 **Directions.** From a position in open water SW of the entrance, the track leads NE through the entrance in mid-channel, passing:  
NW of a dangerous rock (10°21'94S 148°41'88E), lying near the extremity of a foul area extending 5 cables SSW from the W extremity of East Reef, thence:  
NW of another dangerous rock (10°21'61S 148°41'87E), and:
- 2 SE of the edge of West Reef, marked by Rothery Passage Light (10°21'06S 148°41'46E) (12.27).  
The track then leads N, passing:  
E of Hodson Rock (10°18'09S 148°41'09E). The rock is steep-to. Thence:  
W of the W extremity of Chapman Reefs (10°17'56S 148°41'95E), marked by a light beacon (starboard hand), thence:
- 3 E of Silivo Reefs (10°17'04S 148°41'45E), thence:  
W of a light beacon (starboard hand) (10°15'72S 148°42'33E) which marks the W side of Rot Reef.  
The track then joins the inshore route (12.34 and 12.64), or course may be adjusted to proceed to an anchorage (12.55) off Dedele Point (10°14'04S 148°44'86E).

Australian Chart PNG 506; ENC AU411148

[NP15-No 37-Wk 44/19]

## Papua New Guinea - Dedele Point — Anchorage

362

Paragraph 12.55 2 *Replace by:*

- 2 **Approaches** to the anchorages may be made from the inshore route (12.33 and 12.34). Approach may also be made from seaward through Rothery Passage (12.40), entered 8½ miles SSW of Dedele Point.

Australian Chart PNG 506; ENC AU411148

[NP15-No 38-Wk 44/19]

## Papua New Guinea - Dedele Anchorage — Directions

362-363

Paragraph 12.57 1-3 *Replace by:*

- 1 **Directions for east anchorage.** From a position on the inshore route about 2½ miles WSW of Buruma Point, the track leads NNE, passing:  
ESE of a drying reef (10°15'13S 148°45'00E)  
ESE of Varoe Reef (10°14'80S 148°45'30E), thence:  
Clear of a dangerous rock (10°14'84S 148°45'96E) located near the centre of the bay entrance, thence:
- 2 WNW of a below-water reef (10°14'96S 148°46'96E) and rock about 7¾ cables W of Buruma Point.  
The track then leads NW to the anchorage located NE of the E end of Kerwin Reef (10°14'34S 148°45'28E) on the W side of Henderson Bay.

Australian Chart PNG 506; ENC AU411148

[NP15-No 39-Wk 44/19]

## Papua New Guinea - Dedele Point to Cape Rodney — Directions

364

Paragraph 12.64 1-2 *Replace by:*

- 1 From a position about 2¼ miles WSW Dedele Point (10°14'15S 148°44'73E) and close N of Rot Reef (12.34), the track leads initially W, passing:  
S of a light beacon (10°14'22S 148°41'81E) standing on the S extremity of Neutral Reef, thence:  
Close S of a drying reef (10°14'89S 148°41'14E). Flint Rock (10°14'53S 148°41'14E) lies N of this reef.  
The track then leads generally NW, through a narrow opening in the S part of Cloudy Bay Reefs in which the water in the vicinity is often discoloured, passing:
- 2 SW of a light beacon (port hand) (10°14'31S 148°40'26E) marking the S side of a reef forming part of the chain of Cloudy Bay Reefs, which extend about 5 miles SSW from the middle of Cloudy Bay, and:  
NE of a light beacon (port hand) (10°14'39S 148°39'86E) marking the NE side of a drying reef.  
The track then follows the N edge of the reef on the SW side of the opening and the S edge of a shoal on the N side of the opening. The shoal extends along the opening about 1¼ miles W from Cloudy Bay Reefs.  
The line of bearing 098°, astern, of the Cloudy Bay Reefs light beacon (port hand) (10°14'31S 148°40'26E), then leads W to a position about 3 cables S of a light beacon (port hand) marking Weriseri Shoal (10°13'60S 148°37'56E).

Paragraph 12.64 3 line(s) 1-2 *Replace by:*

- 3 The track then leads W, passing:  
*After Paragraph 12.64 5 line 12 Insert:*
- 6 The track then leads to a position about 8 cables S of Cape Rodney (10°12'44S 148°24'02E).

Australian Chart PNG 506; ENC AU411148

[NP15-No 40-Wk 44/19]



**Papua New Guinea - Cape Rodney to  
Whitish Reef — Directions; lights**

364

Paragraph 12.65 1 lines 7 *Replace by:*

...a light beacon (port hand) marks the W side of the...

Paragraph 12.65 2 lines 6-9 *Replace by:*

...5 cables NW, thence  
S of Whitish Reef (10°11'·84S 148°17'·30E), which  
dries. A light beacon (starboard hand) (10°11'·17S  
148°17'·72E) marks the NW edge of Aukapule  
Reef (10°11'·19S 148°18'·17E).

Thence when a position is reached about 6 cables  
SW of a light beacon (starboard hand) (10°11'·78S  
148°16'·89E), marking the NW edge of Whitish Reef,  
the track leads NW for 7 cables, passing:

Paragraph 12.65 3 lines 1-8 *Replace by:*

- 3 SW of a patch (10°11'·77S 148°16'·43E) with a  
depth of 2·2 m, and:  
Clear of a coral patch (10°12'·18S 148°15'·73E) with  
a depth of 6·5 m.

Australian Chart PNG 506; ENC AU411148

[NP15-No 41-Wk 44/19]

**Papua New Guinea - Whitish Reef to  
Aroma Passage — Directions; lights**

364

Paragraph 12.66 1 lines 7-10 *Replace by:*

The line of bearing 100°, astern, of Whitish Reef  
Light Beacon leads W to a position about 2½ cables  
N of Twelve Mile Sandbank, passing:

Paragraph 12.66 2 lines 1-3 *Replace by:*

- 2 S of Middle Reef (10°11'·10S 148°14'·80E),  
marked on its E side by a light beacon (port  
hand). The reef is divided by deep water into  
three parts. A 7·4 m patch lies 5 cables farther  
E. Thence:

Paragraph 12.66 2 line 7 *Replace by:*

N of Twelve Mile Sandbank (10°11'·19S  
148°11'·80E) which consists of two drying reefs,  
the E of which is marked on its N side by a light  
beacon (starboard hand), and:

Paragraph 12.66 3 line 3 *Replace by:*

...Reef (10°11'·00S 148°08'·60E), marked on its W side by  
a light beacon (starboard hand), passing:

Australian Chart PNG 506; ENC AU411148

[NP15-No 42-Wk 44/19]

**Papua New Guinea - Toveli Entrance —  
Directions; light**

366

Paragraph 12.76 2 line 2 *Replace by:*

...bearing 068° of a light beacon (starboard hand)  
(10°08'·44S 148°11'·05E),...

Australian Chart PNG 506; ENC AU411148

[NP15-No 43-Wk 44/19]

**Papua New Guinea - McFarlane Harbour —  
Directions; lights**

367

Paragraph 12.89 3 lines 1-7 *Replace by:*

- 3 W of a light beacon (starboard hand)  
(10°08'·44S 148°11'·05E) (12.76) marking an  
isolated drying reef; a patch with a depth of  
7·7 m lies 3 cables farther SSE. Thence:  
E of Vurumou Reef (10°08'·21S 148°08'·93E), which  
dries, marked on its NW side by a light beacon  
(port hand). An isolated patch, with a least depth  
of 1·8 m, lies 1¼ cables farther S. Thence:

Australian Chart PNG 506; ENC AU411148

[NP15-No 44-Wk 44/19]

**Papua New Guinea - McFarlane Harbour —  
Directions; light**

368

Paragraph 12.90 1 lines 4-5 *Replace by:*

...same line of bearing (068°) of the light beacon  
(starboard hand) (10°08'·44S 148°11'·05E) (12.76),  
passing:

Australian Chart PNG 506; ENC AU411148

[NP15-No 45-Wk 44/19]

**Papua New Guinea - Port Moresby —  
Directions; lights**

369

Paragraph 12.101 2 lines 4-6 *Delete*

Paragraph 12.104 2 lines 4-6 *Delete*

Australian Hydrographic Office

[NP15-No 2-Wk 24/18]

**Papua New Guinea - South coast -  
Port Moresby - Basilisk Passage —  
Controlling depths**

372

Paragraph 12.122 1 lines 1-3 *Replace by:*

- 1 **Controlling depths.** Charted depths through  
Basilisk Passage are generally in excess of 10 m. A  
9·4 m shoal (9°31'·61S 147°08'·64E) lies close NW of  
the leading line, at the SE end of Lark Patch (see  
caution at 12.137).

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For the latest depth information contact the local authorities.

ENC AU5621P0 (5.000)

[NP15-No 48-Wk 05/20]

## Papua New Guinea - South coast - Port Moresby — Submarine cable

373

Paragraph 12.124 6 line(s) 7-8 *Replace by:*

**Caution.** Submarine cables are laid across Walter Bay.

UKHO

[NP15-No 19-Wk 21/19]

## Papua New Guinea — Port Moresby — Directions; lights

374

Paragraph 12.135 4 lines 1-8 *Delete*

Paragraph 12.137 2 lines 1-10 *Replace by:*

### 2 Vabukori Leading Lights:

Front light (two white rectangles with a centre black rectangle) (9°29'94S 147°11'12E).

Middle beacon (two right-angled triangles, apex down, with a centre black rectangle) (not charted).

Rear light (white concrete tower, 7 m in height) (2½ cables from front light).

When Basilisk Light Beacon is identified, course should be adjusted to gain the recommended track on the alignment (054.3°) of Vabukori leading line.

The track then leads NE through Basilisk Passage, passing:

Australian Hydrographic Office

[NP15-No 3-Wk 24/18]

## Papua New Guinea — Port Moresby — Directions; lights

375

*After* Paragraph 12.137 7 line 5 *Insert:*

On a morning approach Vabukori leading line may be more difficult to identify than Basilisk Light Beacon, owing to the sun. It has also been reported (2018) that Vabukori front light is not readily visible and may have a lesser range than charted.

Australian Hydrographic Office

[NP15-No 4-Wk 24/18]

## Papua New Guinea — Port Moresby — Directions; lights

378

Paragraph 12.158 2 lines 1-3 *Delete*

Australian Hydrographic Office

[NP15-No 5-Wk 24/18]

## Papua New Guinea - Gulf of Papua - Liljeblad Passage to Yule Island — Directions

379

Paragraph 12.165 2-3 *Replace by:*

- 2 SW of a dangerous rock (9°11'09S 146°48'83E), position doubtful, reported (1893), thence:

The track then leads WNW to join the offshore passage SW of Cape Suckling (9°01'44S 146°37'92E) (12.159), passing:

SSW of a shoal with a depth of 7.2 m (9°10'31S 146°40'79E); 8.2 m and 8.9 m shoals lie 2 miles NNE and 4 miles NW, respectively. Thence:

- 3 NNE of a 7.4 m shoal (9°13'17S 146°38'74E) (12.159), lying on a bank, thence:

Clear of an isolated 10.4 m patch (9°09'56S 146°35'53E) (12.159), thence:

SSW of Pike Shoal (9°04'07S 146°37'69E) (12.159).

Directions at 12.159 for the offshore passage continuing NW to the vicinity of Yule Island (8°49'00S 146°32'00E) may then be followed.

Australian Chart PNG 379

[NP15-No 56-Wk 38/20]

## Papua New Guinea - Gulf of Papua - Caution Bay LNG Terminal — Pilotage

379

*After* Paragraph 12.166 1 *Insert:*

### Arrival information

#### 12.166a

- 1 **Pilotage.** Pilots board in position 9°17'35S 146°51'33E.

Australian Chart PNG 379

[NP15-No 57-Wk 38/20]

## Australia - North coast - Torres Strait - Hockings Patches to Dalrymple Islet — Pilotage

396

Paragraph 13.6 3 line(s) 2 *For* 10°36'30S 141°49'80E *Read* 10°35'00S 141°49'14E

Paragraph 13.6 3 line(s) 8-9 *Replace by:*

Stephens Island (9°21'91S 143°39'07E).

Dalrymple Islet (9°33'91S 143°24'07E) for W-bound vessels.

Australian Notice 11/530/19

[NP15-No 25-Wk 27/19]

## NP18 Baltic Pilot Volume 1 (2020 Edition)

### Denmark - Kattegat — Routes

71

Paragraph 2.1 6 lines 1-12 *Replace by:*

- 6 **Route T**, which is well marked throughout by buoys, light buoys, and centreline light buoys, is the recommended route for vessels on voyages between Skagen and the Great Belt and vessels with a draught of 10 m or more on voyages to or from the entrance to The Sound.

The route leads from a position approximately 10 miles ENE of Skagen Light (57°44'·13N 10°37'·81E) at the termination of Skagen E TSS (1.70), through Storebælt, to position 54°46'·00N 12°44'·00E, approximately 25 miles W of Kap Arkona; Danish pilotage assistance is available if required. Sections of the route include designated DW Routes; see 2.4.

On all other routes, dangers are marked adequately.

GB Chart 2107/20

[NP18-No 17-Wk 31/20]

### Denmark - Kattegat — Routes

77

After Paragraph 3.7 1 line 5 *Insert*:

Ships on voyages between Skagen and the Great Belt and vessels with a draught of 10 m or more on voyages to or from the entrance to The Sound are recommended to use Route T.

Paragraph 3.7 3 line 6 *Replace by*:

Vessels with a draught of 10 m or less are recommended to use Route S on voyages between Skagen and the entrance to The Sound.

**Coastal Route.** There is also an offshore coastal route to seaward...

GB Chart 2107/20

[NP18-No 18-Wk 31/20]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> July 2020*

### Denmark - Kattegat - Skagen — Directions; TSS

79

Paragraph 3.14 1 lines 1-5 *Replace by*:

- 1 **Track.** From a position approximately 5 miles NNW of Skagen W Light (3.236), the track leads E for 9 miles through Skagen W TSS and into the Off Skagen precautionary area. The track then leads SE for 4 miles out of the precautionary area and through Skagen E TSS, to a position 10 miles ENE of Skagen Light (57°44'·13N 10°37'·81E) in the vicinity of No 1A Light Buoy (safe water) (57°46'·76N 10°55'·70E). Thence the track leads SE for about 25 miles, passing:

IMO Colreg.2/Circ.71, IMO SN.1/Circ.336

[NP18-No 1-Wk 27/20]

### Denmark - Kattegat - Skagen — Pilotage

112

Paragraph 3.228 1 lines 4-6 *Replace by*:

Pilot boarding positions are as follows:

- Skagen 1 (57°47'·50N 10°46'·00E);
- Skagen 2 (57°44'·00N 10°46'·00E);
- Skagen 3 (57°49'·00N 10°46'·00E);
- Skagen 4 (57°44'·00N 10°52'·00E).

Danish Notice 26/410/20

[NP18-No 20-Wk 32/20]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> July 2020*

### Denmark - Kattegat - Skagen — Directions; TSS

113

Paragraph 3.237 1 lines 1-3 *Replace by*:

- 1 From a position approximately 5 miles NNW of Skagen W Light (3.236) the track leads E for 7½ miles through Skagen W TSS and into the Off Skagen precautionary area. The track then leads S for 2½ miles to the boundary of the precautionary area to a position about 5½ miles NE of Skagen Lighthouse (3.236). Thence the track leads S on Route C, passing:

IMO Colreg.2/Circ.71, IMO SN.1/Circ.336

[NP18-No 2-Wk 27/20]

### Denmark - Kattegat - Frederikshavn — Depths

116

Paragraph 3.260 1 lines 1-5 *Replace by*:

- 1 The entrance channel and the outer harbour are dredged to 14 m. Dredged depths in the other basins range from 4 to 8 m.

**Caution.** Depths are changeable because of shifting sands and the port authority should be contacted for the latest information.

Danish Notice 32/501/20

[NP18-No 22-Wk 40/20]

### Denmark - Kattegat - Frederikshavn — Prohibited area

116

After Paragraph 3.266 4 line 3 *Insert*:

Entry is prohibited into an area, marked by buoys (special), surrounding the N mole (57°26'·15N 10°33'·23E).

Danish Notice 24/381/20

[NP18-No 15-Wk 30/20]

### Sweden - West coast - Kattegat - Falkenberg — Controlling depths

133

Paragraph 4.83 1 line(s) 1-5 *Replace by*:

- 1 **Controlling depth.** Maximum authorised draughts (2020) are as follows:

Approach channel - 5·8 m;

Turning basin - 5·2 m for vessels less than 100 m LOA, and 5·0 m for vessels between 100 and 125 m LOA.

The local authorities should be contacted for the latest depth information.

Swedish Notice 822/15227/20

[NP18-No 25-Wk 42/20]

# NP18

## Sweden - Kattegat southern part - North-north-west of Kullen — Prohibited area

135

After Paragraph 4.94 1 line 4 *Insert*:

### Prohibited area 4.94a

- 1 Skånska Kattegatt marine reserve has been established and anchoring is prohibited within an area centred on 56°24'26N 12°20'25E. For details of further restrictions contact the local authorities.

Swedish Notice 821/15127/20 [NP18-No 23-Wk 41/20]

## Sweden - Kattegat southern part - North-north-west of Kullen — Prohibited area

137

After Paragraph 4.111 1 line 1 *Insert*:

### Prohibited area 4.111a

- 1 See 4.94a.

Swedish Notice 821/15127/20 [NP18-No 24-Wk 41/20]

## Denmark - Kattegat - Roskilde Fjord - Kulhus Rende — Directions; leading beacons

151

Paragraph 4.222 3 lines 1–9 *Replace by*:

- 3 The track then continues E for about 2¼ miles through a channel, marked by buoys (lateral) passing:

Danish Notice 21/361/20 [NP18-No 3-Wk 27/20]

## Denmark - Hesselø Bugt - Frederiksværk — Directions; leading beacons

153-154

Paragraph 4.242 1-5 *Replace by*:

- 1 From a position at the seaward end of the dredged channel to Frederiksværk, the track leads S for about 1¼ miles, passing between Store Tørvegrund (4.223), marked by a buoy (E cardinal) at its NE extremity, and Lille Tørvegrund, a tongue of the shore bank which extends 1½ miles S, marked by a buoy (port hand) at its SW extremity.

The track then leads SE, passing:

- 2 NE of Ølsted Grund (55°55'47N 12°01'25E), the E extremity of a large shoal extending E from the rocky bank on the N side of Horns Herred, marked by a buoy (E cardinal).

Thence the track leads S towards the narrow channel, 1 cable in width and marked by buoys (lateral), between Dyrnæs Hage (55°54'30N 12°01'80E), the bank lying E of Dyrnæs, and Ølsted Hage, the bank on the E coast of the fjord.

- 3 **Useful mark:**

Beacon (55°54'11N 12°01'92E), yellow, surmounted by rectangular board, 2 m in height, standing on the E extremity of Dyrnæs Mole.

Danish Notice 39/678/20 [NP18-No 29-Wk 46/20]

## Denmark - Kattegat — Directions; controlling depth; shoal

157-158

Paragraph 5.12 1 lines 1–5 *Replace by*:

- 1 **Deep-water route.** Route T incorporates a 19 m deep-water sector (2.4) for vessels with a draught of 10 m or more. Vessels with a draught less than 10 m proceeding S are to pass W of the deep-water sector, and such vessels proceeding N are to pass to the E.

After Paragraph 5.12 1 line 10 *Insert*:

Clear of an 18.3 m shoal (56°20'62N 11°26'26E), thence:

Danish Notice 37/633/20 [NP18-No 28-Wk 45/20]

## Sweden - The Sound - Landskrona — Pilotage

197

After Paragraph 6.68 2 line 8 *Insert*:

Pilots board in position 55°54'00N 12°45'40E.

Swedish Notice 807/14924/20 [NP18-No 4-Wk 27/20]

## Denmark - Storebælt - Storebælt Link — Vertical clearance

261

Paragraph 8.17 4 line 5 *For* 65 m *Read* 64 m

Danish Notice 19/299/20 [NP18-No 5-Wk 27/20]

## Denmark - Lillebælt - Fredericia to Brandsø - Snævringen — Restricted areas

282

Paragraph 9.15 4 line(s) 6 *Replace by*:

...within this area.

Unauthorized navigation, diving, anchoring, fishing and seabed operations are prohibited within 1 cable of a submarine pipeline, under construction (2020), laid between the following positions:

55°28'12N 9°40'59E;

55°28'36N 9°42'49E;

55°29'02N 9°44'03E.

Danish Notice 25/402/20; 25/403/20

[NP18-No 19-Wk 31/20]

## Denmark - Lillebælt - Snævringen and Bredningen — Prohibited areas

282

Paragraph 9.15 4-6 including existing Section IV Notice Week 31/20 *Replace by*:

- 4 **Prohibited areas.** A prohibited area, marked by buoys (special), is situated about 6 cables N of Brandsø (9.12). A wave buoy and measuring equipment are moored within the area. Unauthorised navigation, anchoring, diving and fishing are prohibited within this area.



- 5 Unauthorized navigation, diving, anchoring, fishing and seabed operations are prohibited within 1 cable of a submarine pipeline, under construction (2020), laid between the following positions:

55°28'·12N 9°40'·59E;

55°28'·36N 9°42'·49E;

55°29'·02N 9°44'·03E.

- 6 Anchoring and trawling is prohibited:

Within the cable area, 3 cables SE of Lillebælt West Bridge.

Within 200 m either side of the cables laid between Damgård (55°31'·65N 9°40'·22E) and Kristianslund (55°29'·09N 9°44'·01E).

- 7 Anchoring, dredging and trawling are prohibited within an area (55°27'·19N 9°42'·64E) extending between the S extremity of Fænø (9.12) and Flækøjet (9.23), a bank in Bredningen (9.71), owing to the presence of submarine cables.

- 8 In the event of a vessel having to anchor in emergency, the anchor may not be weighed without permission from the Fisheries Inspectorate at Esbjerg (*North Sea (East) Pilot*).

UKHO

[NP18-No 26-Wk 43/20]

**Denmark - Lillebælt - Bredningen —  
Prohibited areas**

294

After Paragraph 9.71 2 line 7 *Insert*:

**Prohibited areas.** See 9.15.

UKHO

[NP18-No 27-Wk 43/20]

**Denmark - Langeland - Lohals —  
Controlling depths**

317

Paragraph 10.54 1 lines 1–5 *Replace by*:

- 1 **Controlling depths** are as follows:

Approach from N – 11.8 m.

Smørstakke Løb – 4.2 m.

Stønse Løb – 3.4 m.

Lohals – 3.5 m, subject to silting.

Local authorities should be contacted for the latest information.

UKHO

[NP18-No 21-Wk 34/20]

**Denmark - Smålandsfarvandet - Storstrøm -  
Orehoved — Directions; light**

346

Paragraph 11.135 1 lines 1–5 *Replace by*:

- 1 From a position in the vicinity of 55°00'·52N 11°49'·10E the track leads SSE for about 1¾ miles, passing:

Danish Notice 10/159/20

[NP18-No 6-Wk 27/20]

**Denmark - Smålandsfarvandet - Grønsund -  
Bogø — Directions; leading lights**

349

Paragraph 11.145 3–5 *Replace by*:

- 3 **Directions.** The harbour is approached from S through a marked channel across Bredemads Hage (11.136).

**Alongside berths.** The W side of the mole has a dredged depth alongside of 3.1 m.

**Oily waste.** There are limited reception facilities available for oily bilge water.

**Supplies:** water; provisions.

Danish Notice 22/384/20

[NP18-No 7-Wk 27/20]

**Denmark - Femern Bælt - Rødbyhavn —  
Prohibited area**

359

After Paragraph 12.29 3 line 10 *Insert*:

A prohibited area, marked by light buoys (special), is centred on 54°37'·72N 11°21'·19E.

Danish Notice 21/347/20(P)

[NP18-No 8-Wk 27/20]

**Denmark - Fehmarn Belt - Rødbyhavn —  
Development**

359

After Paragraph 12.29 4 line 5 *Insert*:

**Development.** A new harbour is under development 1½ miles SE of Rødbyhavn. Unauthorised navigation, diving, anchoring, fishing and seabed operations are prohibited within an area, marked by light buoys (special), encompassing the development area.

The new harbour will support the construction of a new tunnel under Fehmarn Belt which is due to be completed in 2028.

Danish Notice 25/421/20; 25/428(P)/20

[NP18-No 16-Wk 30/20]

**Germany - Kieler Bucht - Kiel-Flensburg Route  
— Directions; ODAS Buoys**

371

After Paragraph 12.124 2 line 5 *Insert*:

Clear of ODAS Buoys (54°33'·83N 10°14'·27E and 54°34'·74N 10°13'·37E), thence:

German Notice 23/30/20

[NP18-No 13-Wk 28/20]

**Germany - Lubecker Bucht -  
Hafen von Neustadt - Neustadt —  
Directions; depth**

394

Paragraph 13.57 2 lines 1–8 *Replace by*:

- 2 W of Berg, the coastal bank on the E side of the entrance, which has a least depth of 1.5 m (54°05'·37N 10°48'·86E) at the W extremity, thence:

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E of Steinberg, the coastal bank on the W side of the entrance, which has a least depth of 3.6 m (54°05'38N 10°48'70E), at the E extremity.

German Chart 37 (2020) [NP18-No 30-Wk 48/20]

## Germany - Baltic Sea - Lübeck — Horizontal clearances

397

Paragraph 13.83 1 line 4 *For* 37.5 m *Read* 37 m

Paragraph 13.84 3 line 3 *For* 12.5 m *Read* 12 m

German Chart DE52 (2020) [NP18-No 9-Wk 27/20]

## Germany - Warnemünde approaches — Anchorage

399

After Paragraph 13.117 2 line 6 *Insert*:

Anchoring is prohibited within two areas (54°11'59N 12°03'29E and 54°11'15N 12°03'39E) lying W of the entrance to Warnemünde.

German Chart 1672 Ed.8 (2020)  
[NP18-No 14-Wk 30/20]

## Germany - North-east of Warnemünde — Restricted area; explosives dumping ground

399

Paragraph 13.117 3 lines 1-3 *Delete*

German Notice 14/64/20 [NP18-No 10-Wk 27/20]

## Germany - Warnemünde approaches — Prohibited areas

399

Paragraph 13.117 1-3 including heading and existing Section IV Notice Weeks 27/20 and 30/20 *Replace by*:

### Traffic regulations 13.117

- 1 **Prohibited areas.** Entry is prohibited in the following areas:

Explosive dumping ground (54°22'92N 12°05'49E), 4 cables radius;

Explosive dumping ground (54°22'81N 12°07'67E), 4 cables radius.

- 2 Anchoring and fishing are prohibited in an area centred on 54°10'70N 11°56'80E, lying near the coast W of Warnemünde, off Nienhagen (13.115). The area is marked at each corner by buoys (special), deployed annually from the 1st May to the 30th November. A light buoy (special) is moored in the SW part of the area.

- 3 A cable area with a radius of 2½ cables, within which anchoring is prohibited, lies in position 54°16'85N 12°08'58E.

Anchoring is prohibited within two areas (54°11'59N 12°03'29E and 54°11'15N 12°03'39E) lying W of the entrance to Warnemünde.

German Notice 41/36;163;167/20  
[NP18-No 31-Wk 50/20]

## Germany - Rostock - Warnemünde Reede — Anchorage

400

Paragraph 13.122 2 lines 1-5 *Replace by*:

- 2 Care is needed when anchoring to avoid a patch of foul ground (54°13'49N 12°01'14E) lying in the E part of anchorage area No 1.

German Notice 18/36/20 [NP18-No 11-Wk 27/20]

## Germany - Rostock — Prohibited areas

401

After Paragraph 13.133 3 line 9 *Insert*:

### Prohibited area 13.133a

- 1 A prohibited area (54°10'96N 12°05'32E), which surrounds works in progress (2020), lies E of the entrance to Alter Strom (13.145).

Entry is also prohibited within 100 m of 54°09'68N 12°06'74E.

German Notices 11/1672/20 & 13/1672/20  
[NP18-No 12-Wk 27/20]

## Germany - Gedser to Plantagenetgrund — Prohibited area

406

After Paragraph 13.169 5 line 9 *Insert*:

- 6 **Prohibited areas** exist close S of the W end of the TSS in the approaches to Warnemünde. See 13.117.

German Notice 41/36;163;167/20  
[NP18-No 32-Wk 50/20]

## NP19 Baltic Pilot Volume 2 (2018 Edition)

### Poland - Baltic Sea - North of Rozewie — Submarine pipeline

86

Paragraph 2.9 2 lines 1-4 *Replace by*:

- 2 A submarine pipeline is laid between Baltic Beta Platform and Władysławowo (54°47'83N 18°25'22E). A second submarine pipeline is laid between Łotos Petrobaltic Platform (55°24'00N 18°43'30E) and Władysławowo. A safety zone 150 m wide is established along the pipelines.

Polish Notice 46/607/17 [NP19-No 30-Wk 36/18]

**Denmark – Bornholm – Rønne —  
Limiting conditions; dredged depth**

92

Paragraph 2.43 1 line(s) 2 *Replace by:*

...depth of 9.0 m. The S basin is dredged to a depth of 10.0 m.

ENC DK5RONNE [NP19-No 74-Wk 35/19]

**Denmark – Bornholm – Rønne —  
Directions; buoy**

92

Paragraph 2.44 1 lines 7–9 *Replace by:*

...arrival at the pilot station. Pilots board in position 55°05'00N 14°38'50E, 1½ miles SW of the harbour entrance.

Danish Chart Correction Notice 82/6/18  
[NP19-No 8a-Wk 15/18]

**Denmark – Bornholm – Rønne — Prohibited area**

92

*After Paragraph 2.44 2 line 5 Insert:*

**Prohibited area.** Entry to a semi-circular area centred around 55°05'33N 14°41'43E, extending about 3¼ cables NW to Rønne Havn South Jetty Head (55°05'61N 14°40'89E), and thence to a shore position (55°05'23N 14°42'16E) about 4¼ cables ESE, is prohibited.

Danish Notice 05/81/18 [NP19-No 2-Wk 10/18]

**Denmark – Bornholm – Rønne — Prohibited area**

92

*After Paragraph 2.44 2 line 5 Delete Existing Section IV Notice Week 10/18 (Prohibited area)*

Danish Notice 22/367(P)/19 [NP19-No 65-Wk 27/19]

**Denmark – Bornholm – Rønne —  
Harbour; general layout**

92

*After Paragraph 2.45 1 line 8 Insert:*

A basin (55°05'38N 14°41'36E) containing the Multi-purpose Terminal is located close S of the main harbour. It is protected by a breakwater which extends SW then NW from the shore.

<sup>2</sup> **Development** is ongoing (2019) in the vicinity of the Multi-purpose Terminal to create a Heavy Duty Quay.

ENC DK5RONNE [NP19-No 75-Wk 35/19]

**Denmark – Bornholm – Rønne —  
Directions; buoy**

92

Paragraph 2.47 1 lines 2–3 *Replace by:*

...pilot boarding position (55°05'00N 14°38'50E), keeping 2½ miles off the coast until clear...

Paragraph 2.47 1 line 6 *Replace by:*

...pilot boarding position, keeping W of the shoals which...

Danish Chart Correction Notice 82/6/18  
[NP19-No 8b-Wk 15/18]

**Denmark – Bornholm – Rønne —  
Directions; south basin**

93

*After Paragraph 2.47 5 line 4 Insert:*

**Multi-purpose Terminal.** From the vicinity of Rønne pilot boarding position, the track follows the alignment (064.5°) of Rønne Leading Lights to a position about 4¼ cables from the outer breakwaters of the main harbour. Thence the track leads E within the white sector (092.6°–094.6°) of Rønne Havn Light (post, 35 m in height) (55°05'42N 14°41'52E) into the basin, passing N of the head of the breakwater (55°05'34N 14°41'06E) from where a light (green tower, 6 m in height) is exhibited.

Danish Notice 29/475/19; ENC DK5RONNE  
[NP19-No 76-Wk 35/19]

**Denmark – Bornholm – Rønne —  
Basins and berths; south basin**

93

*After Paragraph 2.48 5 line 9 Insert:*

**Multi-purpose Terminal** (55°05'38N 14°41'36E) lies close S of Rønne harbour. The basin contains a 300 m long quay with a depth of 10 m.

ENC DK5RONNE [NP19-No 77-Wk 35/19]

**Denmark – Bornholm – Gudhjem — Pilotage**

96

Paragraph 2.83 2 line 3 *Replace by:*

**Pilots** are available. The pilot boards at 55°16'00N 14°55'00E.

Paragraph 2.84 1 line 14 *Replace by:*

**Pilots** are available. The pilot boards at 55°16'00N 14°55'00E.

Danish Notice 21/246/18 [NP19-No 16-Wk 26/18]

**Denmark – Bornholm – Gudhjem —  
Directions; leading light**

96

Paragraph 2.84 3 line 1 *For (195°) Read (196°)*

Danish Notice 9/139/20 [NP19-No 92-Wk 14/20]

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## Denmark - Bornholm - Rønne — Prohibited area

97

After Paragraph 2.90 1 line 2 *Insert*:

An area within which anchoring, fishing and seabed operations are prohibited, is centred on 55°02'·86N 14°39'·82E.

Danish Chart 189/18

[NP19-No 13-Wk 23/18]

## Denmark - Bornholm - Rønne — Directions; wreck, shoal, pilotage

97

Paragraph 2.92 1-3 *Replace by*:

- 1 From the vicinity of Rønne pilot boarding position (55°05'·00N 14°38'·50E) the track leads SSE for about 8 miles, passing:

WSW of Møllebakke (55°03'·69N 14°40'·57E), a shoal, with a least depth of 7·2 m, thence:

- 2 WSW of Klintegrund (55°02'·88N 14°41'·60E), marked by a buoy (W cardinal). Lying SE of Klintegrund are a number of detached shoals which extend approximately 4 miles SE. Thence:

WSW of a 9·1 m shoal patch (54°59'·32N 14°41'·53E).

- 3 The track then continues to lead SSE to a position SW of Bakkegrund (54°58'·81N 14°44'·56E), a reef with dangerous underwater rocks, marked by a buoy (S cardinal). Bakkebrædt (54°58'·76N 14°43'·71E), 3 cables W of Bakkegrund, is a rock with a depth of 6·8 m. The track then leads E for 12 miles, passing:

Clear of a wreck (54°56'·32N 14°50'·16E) with a depth of 10·6 m.

Thence the track leads to a position S of Dueodde (54°59'·51N 15°04'·46E) (2.93).

(*Directions continue at 2.98*)

Paragraph 2.93 1 lines 1-3 *Replace by*:

- 1 From the vicinity of Rønne pilot boarding position (55°05'·00N 14°38'·50E) the track leads generally SE for about 8 miles, passing:

Danish Chart 189/18

[NP19-No 14-Wk 23/18]

## Denmark - Bornholm - Bakkegrund — Directions; dangerous wreck

97

Paragraph 2.92 1-3 including existing Section IV Notice Week 23/18 *Replace by*:

- 1 From the vicinity of Rønne pilot boarding position (55°05'·00N 14°38'·50E) the track leads SSE for about 8 miles, passing:

WSW of Møllebakke (55°03'·69N 14°40'·57E), a shoal, with a least depth of 7·2 m, thence:

- 2 WSW of Klintegrund (55°02'·88N 14°41'·60E), marked by a buoy (W cardinal). Lying SE of Klintegrund are a number of detached shoals which extend approximately 4 miles SE. Thence:

WSW of a 9·1 m shoal patch (54°59'·32N 14°41'·53E), thence:

- 3 WSW of Bakkegrund (54°58'·81N 14°44'·56E), a reef with dangerous underwater rocks, marked by a buoy (S cardinal). Bakkebrædt (54°58'·76N 14°43'·71E), 3 cables W of Bakkegrund, is a rock with a depth of 6·8 m. Thence:

Clear of a dangerous wreck (54°54'·57N 14°38'·78E).

- 4 The track then leads E for about 12 miles, passing: Clear of a dangerous wreck (54°56'·32N 14°50'·16E).

Thence the track leads to a position S of Dueodde (54°59'·51N 15°04'·46E) (2.93).

Danish Notice 46/514/18

[NP19-No 44-Wk 50/18]

## Sweden - Gotland - Visby — Pilotage

105

Paragraph 2.140 2 lines 7-13 *Replace by*:

**Pilotage** is compulsory. Pilot boards in position 57°38'·32N 18°12'·32E. For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Swedish Notice 776/14399/19 [NP19-No 82-Wk 45/19]

## Sweden - Gotland - Visby — Development; pier

105

Paragraph 2.141 2 lines 1-3 *Delete*

Paragraph 2.143 1 line 3 *Replace by*:

...alongside of 8·0 m. A jetty with dolphins, intended for cruise ships of up to 340 m, extends from the root of the S breakwater and has an alongside depth of 11·1 m. Three RoRo berths, situated on...

Swedish Notice 698/12877/2018

[NP19-No 9-Wk 19/18]

## Sweden - Hanöbukten - Simrishamn — Directions; leading line

124

Paragraph 3.41 1-5 including heading *Replace by*:

### Directions for entering harbour 3.41

- 1 **Approach and entry.** From a position to seaward about 2½ miles ENE of the entrance the approach is made between the outer breakwater heads on the line of bearing (252°) of a windmill in the town.

#### Simrishamn Leading Lights:

Front light (red triangle on metal framework tower) (55°33'·45N 14°21'·28E).

Rear light (similar structure) (105 m from front light).

- 2 Alternatively, and at night, the alignment (251·1°) visible on the leading line only of these lights, exhibited from the W inner pier, leads WSW, passing: NNW of a wreck (55°33'·84N 14°25'·10E), thence:



- 3 SSE of Nedjan (55°34'32N 14°23'27E), a shoal patch marked by buoys and light buoys (cardinal) which lies within the green sector (222.1°-237.7°) of Simrishamn Light (white tower, 15 m in height) (55°33'45N 14°21'54E). It has been reported that the light may be difficult to identify from seaward due to strong background lighting from the fishing quays. Thence:

Between the buoys (lateral) marking the channel off the entrance.

- 4 Once inside the outer harbour, in depths of up to 5.3 m, the inner harbour is entered through a 30 m wide gap between the heads of the inner moles. This manoeuvre requires a very sharp and difficult turn.

The small boat harbour is entered to the NW of the outer harbour; the entrance is marked by buoys (lateral).

ENC SE6FHYPL & SE4CHWHK

[NP19-No 59-Wk 25/19]

### Sweden - Åhus — Photograph

126

Photograph of Åhus from W (3.51) at top of page including caption, date and attribution *Delete*

Correspondence 08/03/2018

[NP19-No 6-Wk 13/18]

### Sweden - South coast - Hanöbukten - Karlshamn — Prohibited areas

135

After Paragraph 3.138 1 line 3 *Insert*:

Unauthorised entry is prohibited into the areas surrounding the DG ranges N and E of Kastellet (3.140).

After Paragraph 3.140 1 line 7 *Insert*:

See Traffic regulations (3.138).

Swedish Notice 830/15343/20

[NP19-No 116-Wk 52/20]

### Sweden - Approaches to Ronneby — Anchorage

139

Paragraph 3.167 1 line(s) 1-5 *Replace by*:

- 1 **Anchorage.** Small vessels may obtain anchorage, in areas each side of the fairway, 2 cables S of Ronnebyhamn, in depths between 3.8 m and 5.0 m.

Swedish Notice 810/14927/20

[NP19-No 106-Wk 28/20]

### Sweden - Approaches to Ronneby — Directions; lights; beacons; alignment

140

Paragraph 3.172 1-4 *Replace by*:

- 1 **Eastern channel.** A channel, suitable for vessels with a draught up to 3 m, runs through Danziger Gatt, about 3 miles S of Ronnebyhamn.

Gökalv Leading Beacons:

Front beacon (56°08'29N 15°16'87E) standing on Norra Kråken, an islet.

Rear beacon (1½ cables from front light) at Mulaholmen.

- 2 From a position close E of the buoy (W cardinal), moored 1½ miles SW of Göudde (56°07'62N 15°18'51E), the S point of the Gö peninsula, the track initially leads N on the alignment (357.1°) of these beacons, thence NNW on the alignment (329.8°) of Högaskär Beacons (56°08'75N 15°16'11E) and then NNE to join the main channel 7 cables W of Aspan front light (3.171), passing:

- 3 W of Rafflorna (56°07'22N 15°17'10E), thence: Through the channel, marked by buoys (lateral), in Danziger Gatt (56°07'78N 15°17'00E), thence: W of Gökalv (56°08'57N 15°16'78E), the W point of the peninsula, and:

- 4 SE of Högaskär (56°08'75N 15°16'11E), an islet.

The track then leads NNE for 1 mile to join the main channel as described above.

Swedish Notice 679/12547/17

[NP19-No 28-Wk 31/18]

### Sweden - Approaches to Karlskrona - Hasslö - Hasslöbron — Horizontal clearance; lights

144

Paragraph 3.205 1 *Replace by*:

- 1 **Description.** Hasslöbron is a swing bridge which spans the channel between the S end of Almö (56°09'15N 15°26'40E) and Västra Hästholmen (56°07'44N 15°27'30E), an islet 3 cables S. It has a horizontal clearance of 16 m and a vertical clearance of 4.0 m under the span when closed. The bridge is floodlit.

Swedish Notice 724/13388/18

[NP19-No 43-Wk 44/18]

### Sweden - Kalmarsund - Degerhamn — Harbour; depths

153

Paragraph 4.23 1-2 *Replace by*:

- 1 The harbour is approached and entered on the alignment of leading lights, through a buoyed channel, 40 m wide with a minimum swept depth of 6.3 m (2018). The harbour is formed by a long W breakwater and a short E mole to give a 55 m wide SW facing entrance.

Areas of the harbour have depths of 6.0 m (2018). Depths may be less than stated due to silting.

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- 2 The main berths are on the E side and a small boat harbour, with lesser depths, lies in the N part of the harbour. A short quay for the use of fishing boats lies in the S of the harbour on the inside of the E mole.

Swedish Notice 745/13830/19 [NP19-No 54-Wk 13/19]

## Sweden - Kalmarsund - Kristianopel — Directions; alignment

155

Paragraph 4.36 2 line 4 *For 312° Read 311°*

Swedish Notice 698/12943/2018  
[NP19-No 10-Wk 19/18]

## Sweden - North Kalmarsund - Jättersön — Directions; buoys

167

*After Paragraph 4.109 1 line 2 Insert:*

**Caution.** The direction of buoyage is from SE of Jättersön, through the port area, continuing generally N and NNE into Norra Kalmarsund SE of Runnö-Rödsjär where these directions begin. The buoyage on entry from the NE will therefore appear reversed.

Paragraph 4.109 3 lines 1-9 *Replace by:*

- 3 SE of Lillgrund (3½ miles NNE), marked by a buoy (E cardinal), thence:  
SE of Inre Runnögrund (3 miles NNE), noting a rock 2 cables S, marked by a light buoy (port hand).  
Once clear of the rock, the recommended track is adjusted about 1 cable NW of the leading light alignment for about 1¼ miles, passing:  
NW of Sandögrundet Västra Light Buoy (starboard hand) (2¼ miles NNE), thence:  
NW of Örskärgrund Västra Light Buoy (starboard hand) (1¼ miles NNE).  
When clear of Örskärgrund Västra Light Buoy, the recommended route then rejoins the alignment (212°) of the leading lights.

Swedish Notice 706/13155/18 [NP19-No 17-Wk 27/18]

## Sweden - East coast - Oskarshamn — Limiting conditions; controlling depth

170

Paragraph 4.125 1 line(s) 4-5 *Replace by:*

...of 11.0 m, and the inner harbour which is swept to a general depth of about 6.8 m.

Swedish Notice 829/15365/20  
[NP19-No 115-Wk 51/20]

## Sweden - Öland - East coast — Restricted Area

174

*After Paragraph 4.166 1 Insert:*

- 2 Anchoring, fishing and underwater operations are prohibited in a restricted area (56°42'·20N 17°09'·70E), 12½ miles ESE of Kapelludden Light (4.168).

Swedish Notice 778/14434/19  
[NP19-No 85-Wk 47/19]

## Sweden - East coast - Oxelösund — Pilotage

181

Paragraph 5.6 2 line(s) 13-18 *Replace by:*

Norrköping, Oxelösund and Nyköping:  
A – 58°36'·50N 17°29'·50E; vessels over 200 m LOA.  
B – 58°37'·00N 17°27'·20E.  
C – 58°37'·58N 17°10'·03E.

Swedish Notice 801/14646/20 [NP19-No 97-Wk 19/20]

## Sweden - Landsort — Pilotage

181

Paragraph 5.6 3 line(s) 3 *Replace by:*

(ii) 58°46'·59N 18°06'·30E.

Swedish Notice 757/14053/19 [NP19-No 60-Wk 25/19]

## Sweden - Approaches to Norrköping — Directions; leading lights

205

Paragraph 5.169 1 line 1 *Replace by:*

- 1 **Falken North Channel.** From the position S of Vinterklasen (58°38'·43N...

Paragraph 5.170 *Replace by:*

- 1 **Falken South Channel.** An alternative channel, marked by leading lights, light buoys and buoys, suitable for a draught of 7.0 m and then 8.4 m, runs almost parallel to, and S of Falken North Channel, from S of Vinterklasen, rejoining the main channel close S of Gullängsberget.

### Leading lights:

- Ytterskär Light Beacon (front) (58°38'·16N 17°10'·44E).  
2 Hästkubben Light Beacon (rear) (5 cables from front light).  
The alignment (075.9°), astern, of these lights leads through the channel, passing:  
NNW of Klasgrunden (58°37'·49N 17°07'·12E), an extensive shoal awash in many places; the N extent is marked by a light buoy (port hand).  
Thence:  
3 SSE of Klasgrunden NV (58°37'·70N 17°06'·03E) (5.169) marked on its SE side by a light buoy (starboard hand), thence:  
NNW of Sjömåtaregrund (58°37'·25N 17°05'·45E), marked by a light buoy (port hand), thence:  
SSE of Engelskagrundet (58°37'·35N 17°02'·41E), marked by a light buoy (starboard hand).

4 **Leading lights:**

Rödgrunden Light Beacon (front) (58°36'38N 16°58'29E).

Måsklabarna Light Beacon (rear) (1½ miles from front light).

The alignment (250.8°) of these lights leads WSW, passing:

- 5 NNW of Kungshamnsgrundet Light Beacon (grey tower with white and red top, 5 m in height) (58°36'95N 17°02'08E), standing on a rock on the S side of the channel.

From a position about 7 cables ENE of Rödgrunden Light Beacon, the track leads W, passing:

- 6 S of a 5.9 m shoal (58°36'70N 16°58'59E), marked by Munken S Light Buoy (starboard hand). The white sector (272.4°-279.3°) of Gullängsberget Light (white tower, yellow band) (58°36'69N 16°55'91E) leads through this section of the fairway. Thence:  
N of Rödgrunden (58°36'34N 16°58'25E); a light buoy (port hand) is moored NW of the islet.

Thence the track leads to a position close S of Gullängsberget.

Swedish Notice 735/13628/18

[NP19-No 48-Wk 03/19]

**Sweden - Bråviken - Norrköping -  
Pumpshamnen — Directions; leading lights**

213

Paragraph 5.213 2 lines 5-11 *Replace by:*

...indicated by the alignment (298.9°) of Trollskär Leading Lights:

Front light (red beacon) (58°37'76N 16°13'51E).  
Rear light (similar structure) (130 m from front light).

Swedish Notice 776/14394/19 [NP19-No 83-Wk 45/19]

**Sweden - Oxelösund - Ljungskär —  
Directions; light sector**

215

Paragraph 5.236 2 line 6 *For* (017.5°-022.5°) *Read* (018.1°-023.6°)

Swedish Notice 737/13667/19

[NP19-No 49-Wk 05/19]

**Sweden - East coast - Oxelösund —  
Berths; depths**

216

Paragraph 5.241 *Replace by:*

- 1 The principal berth is No 10, which lies on the N side of the harbour, with a length of 250 m and a depth alongside of 13.0 m. However, the official depth limit for this jetty is 16.5 m and the port provides pontoon fenders to enable vessels with a maximum draught of 15.5 m to berth alongside safely. There is a further 138 m of berthing space with a declared depth of 16.5 m and a depth alongside of 12 m at Berth No 9½. Pontoon fenders are also used as necessary to enable the berthing of vessels with a draught of 15.5 m. Bulk cargoes are handled at the above berths.

- 2 Berth No 11 is the oil pier with a length of 105 m and depth alongside of 13.3 m. No 3 is a RoRo Berth with a depth alongside of 7.8 m. Berth Nos 4-7 are for multipurpose use with depths alongside from 8.3 m to 9.2 m. Berth No 8, depth 8.0 m, handles cement and chemicals.

Swedish Chart 6211

[NP19-No 64-Wk 26/19]

**Sweden - Landsort - Svärdsfjärden —  
Directions; light sectors**

230

Paragraph 6.35 2 line 4 *For* (054°-060°) *Read* (054°-059°)

Paragraph 6.35 2 line 5 *For* (232°-291°) *Read* (232.5°-291°)

Swedish Notice SE773/14325/19

[NP19-No 79-Wk 43/19]

**Sweden - South-east coast -  
Södertälje Kanal — Regulation**

232

Paragraph 6.50 1 line 2 *For* 400 *Read* 600

Swedish Notice 822/15221/20

[NP19-No 110-Wk 42/20]

**Sweden - Södertälje Kanal — Traffic regulations**

234

*After* Paragraph 6.57 3 line 2 *Insert:*

**Overtaking.** Vessels over 4 m in width may not meet or overtake other vessels in Linasundet (6.42) between latitudes 59°12'75N and 59°13'40N.

Swedish Notice 780/14383/19 [NP19-No 87-Wk 49/19]

**Sweden - East coast - Södertälje —  
Prohibited anchorage**

236

*After* Paragraph 6.78 1 *Insert:*

**Traffic regulations**

6.78a

**Prohibited anchorage.** Anchoring is prohibited within 50 m of the submarine pipeline in position 59°10'13N 17°40'09E.

Swedish Notice 750/13894/18

[NP19-No 57-Wk 18/19]

**Sweden - Mälaren - Stockholm - Hässelby —  
Prohibited anchorage**

241

*After* Paragraph 6.113 1 line 11 *Insert:*

**Traffic Regulations**

6.113a

- 1 **Prohibited anchorage.** Anchoring is prohibited within 50 m of pipelines crossing the channel between 59°20'93N 17°49'71E and 59°21'41N 17°50'20E.

Swedish Notice SE773/14164/19

[NP19-No 80-Wk 43/19]

# NP19

## Sweden - Lake Mälaren east side - Hässelbyverket — Wrecks

242

After Paragraph 6.122 1 line 2 *Insert:*

**Caution.** Numerous wrecks are situated in the vicinity of this anchorage.

Swedish Notice 828/12831/20

[NP19-No 114-Wk 50/20]

## Sweden - Mälaren - Hjulstafjärden - Hästkär — Light sectors

246

Paragraph 6.147 1 line(s) 8 *For* (273·6°-282·4°) *Read* (273·8°-283·6°)

Swedish Notice 762/14125/19 [NP19-No 70-Wk 31/19]

## Sweden - Stockholms Skärgård - Söderarm — Draught

257

Paragraph 7.2 3 line 2 *For* 8·0 m *Read* 9·0 m

Swedish Maritime Administration

[NP19-No 19-Wk 30/18]

## Sweden - Nynäshamn - Norviks Hamn — General information; port

258

Paragraph 7.12 1 line(s) 9 *Replace by:*

...approaches and the port of Norviks Hamn. It is arranged as follows:

After Paragraph 7.12 2 line 3 *Insert:*

Norviks Hamn (7.282a).

Swedish Notice 800/14581/20 [NP19-No 98-Wk 19/20]

## Sweden - Landsort — Pilotage

262

Paragraph 7.27 1 line(s) 1-4 *Replace by:*

- 1 See 7.4. The pilot boarding position (58°42'·16N 17°52'·14E) is about 2 miles S of Landsort Light (58°44'·38N 17°51'·94E). The boarding position (58°46'·59N 18°06'·30E) for vessels bound for Nynäshamn is about 7¾ miles ENE of the light. Pilots should be...

Swedish Notice 757/14053/19 [NP19-No 61-Wk 25/19]

## Sweden - Stockholms Skärgård - Landsort entrance — Traffic regulations

262

After Paragraph 7.27 1 *Insert:*

### Traffic regulations

#### 7.27a

- 1 **Size limitations.** The Landsort fairway is authorised, in daylight and good visibility, for a draught of 10·0 m, beam of 32·31 m and LOA of 200 m. For further information, and for the maximum dimensions in darkness, restricted visibility and for tankers, contact the local authority.

Swedish Maritime Administration

[NP19-No 20-Wk 30/18]

## Sweden - Mysingen - Mysingeholm — Directions; light sector

263

Paragraph 7.38 1 line 3 *For* 005°-038·5° *Read* 003·6°-038°

ENC SE5EIEA0

[NP19-No 95-Wk 19/20]

## Sweden - North of Landsort - Grisskär — Directions; light sector

264

Paragraph 7.42 3 line 4 *For* 359° *Read* 357·5°

ENC SE5FID5Z

[NP19-No 96-Wk 19/20]

## Sweden - Landsort — Pilotage

265

Paragraph 7.60 1 line(s) 5-7 *Replace by:*

...board either at 58°42'·16N 17°52'·14E, 2 miles S of Landsort Light (58°44'·38N 17°51'·94E), or at 58°46'·59N 18°06'·30E, for deep-draught vessels, about 7¾ miles ENE of the light.

Swedish Notice 757/14053/19 [NP19-No 62-Wk 25/19]

## Sweden - Nynäshamn - Furholmen — Restricted area

265

After Paragraph 7.61 1 line 5 *Insert:*

A restricted area also exists in the channel W of Furholmen (58°55'·71N 17°58'·52E) and Sundsholmen (7.71), N of Brunnsviksholmen. Entry is prohibited for non-authorised vessels.

Swedish Notice 702/12989/18

[NP19-No 12-Wk 22/18]



## Sweden - Nynäshamn — Development

266

Paragraph 7.63 1 line(s) 1–3 including heading *Replace by:***Spare  
7.63**

Swedish Notice 800/14581/20 [NP19-No 99-Wk 19/20]

**Sweden - Approach to Nynäshamn —  
Directions; channel; pilotage**

266

Paragraph 7.66 1 line(s) 1–4 *Replace by:*

- 1 From a position in the vicinity of the pilot boarding area (58°46'59N 18°06'30E), about 7¼ miles ENE of Landsort Light (58°44'38N 17°51'94E), the recommended track leads NW for about 4½ miles to Västergrund Light Buoy...

Swedish Notice 757/14053/19 [NP19-No 63-Wk 25/19]

**Sweden - Nynäshamn - Norviks Hamn —  
Directions; route**

267

Paragraph 7.71 1-2 *Replace by:*

- 1 **Track.** From a position about 5 cables E of Norra Stegsholmen (58°54'61N 17°58'94E) the track leads generally NNW, passing:  
WSW of Faran (58°55'09N 18°00'17E) (7.66),  
thence:  
ENE of Finnhällorna (58°54'81N 17°58'97E) (7.66),  
and:  
WSW of a 16 m shoal patch (58°55'08N 17°59'98E) lying 1 cable W of Faran (7.66) and marked by a light buoy (starboard hand) which lies 1 cable W of Faran, thence:  
2 ENE of Brunnsviksholmen Light (58°55'09N 17°58'67E) (7.66), thence:  
WSW of the S extremity (58°55'49N 17°59'70E) of a shoal spit marked by a buoy (starboard hand), thence:  
ENE of a 1.3 m shoal (58°55'47N 17°58'95E) marked by buoys and light buoys (cardinal and lateral).  
(Directions for Norviks Hamn are given at 7.82j)  
The recommended track then continues W and SW passing N and NW of the above shoal to the berth.

Swedish Notice 800/14581/20

[NP19-No 100-Wk 19/20]

**Sweden - Nynäshamn - Norviks Hamn —  
General information; limiting conditions;  
arrival information; directions; berths;  
port services**

268

After Paragraph 7.82 1 line 1 *Insert:***NORVIKS HAMN****General information****Position and function****7.82a**

- 1 Norviks Hamn (58°56'28N 17°59'03E) is a new deep-sea port situated at the entrance of Norvikfjärden (58°56'62N 17°58'39E). The container and the Ro-Ro terminals handle import and export of goods from anywhere in Sweden.

**Port Authority****8.82b**

- 1 Stockholms Hamn AB, Magasin 2, PO Box 27 314, S-102 54, Stockholm.  
Website. [www.portsofstockholm.com](http://www.portsofstockholm.com)  
The container terminal is operated by Hutchison Ports.  
Website. [www.hutchisonportsstockholm.se](http://www.hutchisonportsstockholm.se)

**Limiting conditions****Controlling depth****7.82c**

- 1 Depths along the recommended routes are in excess of 25 m. The container terminal has a least dredged depth of 16.5 m. The Ro-Ro terminal has a least dredged depth of 10 m. Local authorities should be contacted for the latest information.

**Arrival information****Vessel traffic service****7.82d**

- 1 A mandatory Vessel Traffic Reporting and Information System is in operation for the control of shipping.  
For details see 7.5 and *ADMIRALTY List of Radio Signals Volume 6(2)*.

**Outer anchorages****7.82e**

- 1 See 7.29.

**Pilotage****7.82f**

- 1 Pilotage is compulsory and is obtained through East Coast Pilot Ordering Centre at Södertälje. See 7.4. Pilots board either at 58°42'16N 17°52'14E, 2 miles S of Landsort Light (58°44'38N 17°51'94E), or at 58°46'59N 18°06'30E, for deep-draught vessels, about 7¾ miles ENE of the light.  
2 For further details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

**Traffic regulations****7.82g**

- 1 **Restricted areas.** See 7.61.  
**Minefield.** See 7.14.  
**Prohibited anchorage.** See 7.61.

# NP19

## Harbour

### General layout

#### 7.82h

- <sup>1</sup> The port, situated on the W shore at the entrance of Norvikfjärden, is being developed over an area of about 44 hectares and, on completion, will have 1325 m of berthing space.

### Development

#### 7.82i

- <sup>1</sup> The port is undergoing (2020) further expansion. The area of works is marked by light buoys (special).

## Directions for entering harbour

### Track

#### 7.82j

- <sup>1</sup> From a position on the recommended route (7.71) about 3½ cables NE of the LNG Terminal (7.77) at Brunnsviksholmen (58°55'19N 17°58'49E) the track continues generally NNW passing:  
ENE of Sundsholmen (58°55'48N 17°58'59E) (7.71), thence:  
<sup>2</sup> WSW of an 8-8 m shoal patch (58°55'75N 17°59'41E) marked by a buoy (starboard hand), thence:  
WSW of the extremity (58°55'82N 17°59'19E) of a coastal bank lying SW of Låsudden. A small islet, marked by a beacon (floodlit), stands on the bank. Thence:  
ENE of Furholmen (58°55'71N 17°58'52E).  
<sup>3</sup> The track then continues into Norvikfjärden as required to the allocated berth.

#### Useful marks:

Tower (58°55'14N 17°58'47E) (7.66).

## Basins and berths

### Container Terminal

#### 7.82k

- <sup>1</sup> The container terminal (58°56'13N 17°58'79E) has two berths for a total berthing space of about 450 m; depth alongside is 16.5 m.

### Ro-Ro Terminal

#### 7.82l

- <sup>1</sup> The Ro-Ro Terminal (58°56'42N 17°58'61E) has three berths for a total of about 525 m of berthing space; maximum depth alongside 10.5 m.

## Port services

### Repairs

#### 7.82m

- <sup>1</sup> Minor facilities only.

### Other facilities

#### 7.82n

- <sup>1</sup> Facilities for the reception of grey and black water; SSCC and SSCEC issued.

### Supplies

#### 7.82o

- <sup>1</sup> Fuel oil; fresh water at the quays; provisions.

Swedish Notice 800/14581/20

[NP19-No 101-Wk 19/20]

## Sweden - Stockholms Skärgård - Approaches to Sandhamn — Traffic regulations

### 274

Paragraph 7.123 <sup>1</sup> line 3 *Replace by:*

...channel, authorised for a draught of 11.0 m (see 7.126), leads...

Swedish Maritime Administration

[NP19-No 21-Wk 30/18]

## Sweden - Stockholms Skärgård - Approaches to Sandhamn — Traffic regulations

### 275

Paragraph 7.126 <sup>1</sup> *Replace by:*

<sup>1</sup> **Size limitations.** The Sandhamn fairway is authorised, in daylight and good visibility, for a draught of 11.0 m, beam of 32.31 m and LOA of 245 m. For further information, and for maximum dimensions in darkness, restricted visibility and for tankers, contact the local authority.

Vessels over 300 gt are prohibited from using Sandhamnssundet, the channel between Sandön and Telegrafholmen (59°17'47N 18°54'99E).

Vessels exceeding 800 gt are not allowed to meet in the following channel sections:

Skötkobben — Tviskäret on the W side of Sandön, between latitudes 59°17'00N and 59°17'60N.

Swedish Maritime Administration

[NP19-No 22-Wk 30/18]

## Sweden - Stockholms Skärgård - Oxdjupet — Directions; wreck

### 281

After Paragraph 7.155 <sup>6</sup> line 11 *Insert:*

A wreck (59°23'90N 18°26'58E), lies on the 10 m depth contour on the N side of the channel.

Swedish Notice 709/13221/18

[NP19-No 26-Wk 30/18]

## Sweden - Stockholm - Lidingöbron — Vertical clearance

### 285

Paragraph 7.186 <sup>2</sup> line(s) 1 *For two Read three*

After Paragraph 7.186 <sup>2</sup> line 4 *Insert:*

Lilla Lidingöbron (59°21'61N 18°06'41E), a bridge under construction (2019), is situated close NW of Gamla Lidingöbron. A restricted area, marked by buoys (special), surrounds the area under construction.

Swedish Notice 783/14541/19 [NP19-No 89-Wk 02/20]

**Sweden - Stockholm - Lidingöbron —  
Speed limit**

**285-286**

Paragraph 7.186 *2* including existing Section IV Notice Week 02/19 *Replace by:*

- 2* **Lidingöbron** (59°21'64N 18°06'63E). There are three main bridges in the harbour, lying close together, which span the NW end of Lilla Värtan, the channel between Stockholm and the island of Lidingö (7.173):

Lilla Lidingöbron (59°21'61N 18°06'41E), a bridge under construction (2019), is situated close NW of Gamla Lidingöbron. A restricted area, marked by buoys (special), surrounds the area under construction. Speed should not exceed 5 kn.

Gamla Lidingöbron (59°21'64N 18°06'60E), the original bridge, has a fixed main arch span of 135 m with a vertical clearance of 5.2 m. A bascule bridge at its SW end has a vertical clearance, when closed, of 4.3 m and a navigable width of 18.7 m.

Swedish Notice 808/14963/20

[NP19-No 103-Wk 25/20]

**Sweden - Stockholm - Karl Johansslussen —  
Restricted area**

**287**

*After Paragraph 7.187 4 line 10 Insert:*

**Restricted area.** Due to construction works in progress (2017), entry is prohibited to an area centred on the lock.

Swedish Notice 676/12627/17 [NP19-No 29-Wk 31/18]

**Sweden - Stockholm — Regulations**

**287**

Paragraph 7.194 *1* including heading *Replace by:*

**Traffic regulations  
7.194**

- 1* **Speed restrictions** are in force in various sections of Stockholm harbour. Details are shown on boards in the applicable areas.

**Restricted areas** exist in the areas around Loudden (7.206), Frihamnen (7.207) and Värtahamnen (7.208). Entry is prohibited for recreational craft and permission from Port of Stockholm should be obtained prior to entry.

**Prohibited area** is located on the berths at Södrahamnen (7.208). See 7.195a.

BA Chart 811

[NP19-No 4-Wk 12/18]

**Sweden - Stockholm - Södrahamnen —  
Development**

**288**

*After Paragraph 7.195 6 line 6 Insert:*

**Development  
7.195a**

- 1* Works are in progress (2017) on the quay at Södrahamnen (7.208). Entry is prohibited from the knuckle about ¼ cable N of Berth 524, to Berth 611.

BA Chart 811

[NP19-No 5-Wk 12/18]

**Sweden - Stockholm - Ulvsundasjön —  
Directions; vertical clearance**

**289**

Paragraph 7.205 *3* line 2 *For 25.2 m Read 25.8 m*

Paragraph 7.205 *3* line 3 *For 45 m Read 38.3 m*

Swedish Chart 6141

[NP19-No 1-Wk 06/18]

**Sweden - Stockholm - Frihamnen — Depth**

**289**

Paragraph 7.207 *1* line(s) 6-7 *Replace by:*

...space with depths from about 8 to 10 m. Two fixed RoRo berths lie at the head of the basin.

Swedish Notice 762/11518/19 [NP19-No 71-Wk 31/19]

**Sweden - Port of Stockholm — Basins and  
berths; alongside depth**

**290**

Paragraph 7.208 *1* line 8 *For 8.0 m Read 7.0 m*

Swedish Notice 698/12974/2018

[NP19-No 11-Wk 19/18]

**Sweden - Stockholms Skärgård -  
Söderarm entrance — Traffic regulations**

**296**

Paragraph 7.250 *2* line 3 *Replace by:*

...of 9.0 m (see 7.252a). It is entered E of Tjärven Lighthouse...

Swedish Maritime Administration

[NP19-No 23-Wk 30/18]

**Sweden - Stockholms Skärgård -  
Tjärven fairway — Traffic regulations**

**296**

*After Paragraph 7.252 2 Insert:*

**Traffic Regulations  
7.252a**

- 1* **Size limitations.** The Tjärven fairway (Furusund route) is authorised, in daylight and good visibility, for a draught of 9.0 m and up to 160 000 gt. For further information, and for the maximum dimensions in darkness, restricted visibility and for tankers, contact the local authority.

Swedish Maritime Administration

[NP19-No 24-Wk 30/18]

# NP19

## Sweden - East coast - Kapellskär — Berths

299

Paragraph 7.270 1 lines 5-7 *Replace by:*

Berth 5, depth alongside 8.5 m, with a 14 m wide RoRo ramp.

Berth 4, depth alongside 8.3 m.

Paragraph 7.270 2 lines 1-6 *Replace by:*

- 2 The central section of the harbour consists of two piers close together. The N pier has one berth (Berth 3) on its N side, where works are in progress with completion expected by May 2019. The S pier extends ENE from the shore and consists of two berths; Berth 1 with an alongside depth of 8.7 m and Berth 2 with an alongside depth of 8.3 m.

Swedish Notice 716/13337(P)/18

[NP19-No 38-Wk 37/18]

## Sweden - East coast - Kapellskär — Depths

299

Paragraph 7.270 1-2 including Existing Section IV Notice Week 37/18 *Replace by:*

- 1 **Harbour and berths.** The harbour consists of four main piers which extend from the shore. The N pier extends 200 m ESE from the shore and has two berths:

Berth 5, depth alongside 8.8 m, with a 14 m wide RoRo ramp.

Berth 4, depth alongside 8.8 m.

- 2 The central section of the harbour consists of two piers close together. The N pier has one berth (Berth 3) on its N side, depth alongside of 6.7 m. The S pier extends ENE from the shore and consists of two berths; Berth 1 with an alongside depth of 8.8 m and Berth 2 with an alongside depth of 8.7 m.

Swedish Notice 758/13370/19 [NP19-No 66-Wk 27/19]

## Sweden - Stockholms Skärgård - Simpnäs fairway — Traffic regulations

304

After Paragraph 7.297 1 *Insert:*

### Traffic Regulations 7.297a

- 1 **Size limitations.** The Simpnäs fairway is authorised, in daylight and good visibility, for a draught of 7.0 m, beam of 19 m and LOA of 145 m. For further information, and for the maximum dimensions in darkness, restricted visibility, and for tankers, contact the local authority.

Swedish Maritime Administration

[NP19-No 25-Wk 30/18]

## Sweden - East coast - Norrtäljeviken — Directions; lights

306-307

Paragraph 7.315 1-7 *Replace by:*

- 1 **Track.** From a position in Tjocköfjärden about 3 cables SSW of Tjockö Light (59°45'33N 19°06'18E), the recommended track leads NNW, then generally WNW, through a fairway marked by buoys (lateral).

### Kobussören leading beacons:

Front beacon (pile) (59°46'65N 18°57'79E), standing on Kobussen.

Rear beacon (similar structure) (2½ cables from front beacon), standing on Eknöskäret.

- 2 The alignment (090-5°), astern, of these beacons leads about 2½ miles W through the fairway S of Vätö, to the entrance to Vätösundet, the narrow passage leading NNE from Norrtäljeviken, which separates Vätö from the mainland.

Thence the track leads generally WSW to a position 5 cables WSW of Harkö Beacon (tower) (59°45'64N 18°45'60E), standing on Tjuvholmen on the S side of the fairway about 1¼ miles E of Norrtälje harbour.

- 3 **Useful marks:**

Gräddö Beacon (tower) (59°46'07N 19°01'93E), standing on the NE side of a small bay on the mainland, close SSW of the island of Gräddö-Asken.

Järnberget Beacon (tower) (59°46'33N 19°00'51E), standing on a headland on the S side of the fairway.

- 4 Eknödde Beacon (tower) (59°46'51N 18°58'89E), standing on the S point of Eknö, an islet on the N side of the fairway.

Tistelö Beacon (tower) (59°46'62N 18°50'98E), standing on the S point of Tistelören about 7 cables W of the entrance to Vätösundet.

(Directions continue for Norrtälje harbour at 7.322)

Swedish Notice 825/15247/20

[NP19-No 111-Wk 46/20]

## Sweden - East coast - Norrtälje — Bridge

307

After Paragraph 7.321 1 line 4 *Insert:*

**Development.** Works are in progress (2020) to construct a bridge (59°45'45N 18°42'80E) across the harbour basin.

Swedish Notice 797/14740(P)/20

[NP19-No 93-Wk 16/20]

## Poland - Arkona to Rozewi - South of Ławica Słupska — Directions; rock

312

After Paragraph 8.15 3 line 5 *Insert:*

Clear of a rock (54°48'10N 16°42'36E), with a depth of 11.0 m, thence:

Polish ENC PL3F3030; GB Chart 2014

[NP19-No 78-Wk 38/19]



**Germany - Baltic Sea - Adlergrund —  
Prohibited area**

312

After Paragraph 8.18 1 line 2 *Insert*:

**Prohibited area  
8.18a**

- 1 Anchoring and fishing are prohibited within an area centred on 54°47'·60N 13°48'·80E, due to unexploded ordnance.

German Notice 47/40/18 [NP19-No 47-Wk 02/19]

**Germany - Kap Arcona - West of Adlergrund —  
Prohibited area**

312

Paragraph 8.18a 1 existing Section IV Notice Week 02/19 including heading *Delete*

German Notice 43/40/19 [NP19-No 86-Wk 47/19]

**Germany - Baltic Sea - Sassnitz —  
Prohibited areas**

313

After Paragraph 8.26 2 line 10 *Insert*:

Anchoring and fishing are prohibited in the vicinity of foul areas located at 54°30'·30N 13°41'·80E and 54°31'·10N 13°40'·20E.

German Notice 25/162/19 [NP19-No 69-Wk 29/19]

**Germany - Baltic Sea - Prorer Wiek -  
Sassnitz — Prohibited areas**

313

Paragraph 8.26 2 including existing Section IV Notice Week 29/19 *Replace by*:

- 2 Vessels using the roadstead should remain in depths of more than 10 m.

**Caution.** A foul area (54°28'·20N 13°38'·46E) lies to the SW of the anchorage. An obstruction (54°28'·73N 13°38'·60E) lies close to the SW corner of the anchorage and a wreck (54°29'·04N 13°40'·29E) lies close S of the anchorage.

**Prohibited areas.** Anchoring and fishing are prohibited in the entrance to the harbour and in the W part of Sassnitz Hafen.

German Notice 46/1516/19 [NP19-No 88-Wk 51/19]

**Germany - Strelasund -  
Stralsund east — Draughts**

321

Paragraph 8.92 1 line 4 *Replace by*:

...permitted draught of 6·3 m by day and 5·8 m by night.

German Notice 39/20031-S.152/19  
[NP19-No 81-Wk 44/19]

**Germany - Approaches to Wolgast —  
Speed limit**

323

Paragraph 8.114 2 lines 1-4 *Replace by*:

- 2 **Speed limit.** From Light Buoy PN1 (lateral) (54°11'·05N 13°45'·80E) to Wolgast Road Bridge (8.118) the maximum speed is 10 kn.

German Notice 37/20031 - S. 154/18  
[NP19-No 41-Wk 42/18]

**Germany - Wolgast Hafen — Speed limit**

325

Paragraph 8.126 3 line 2 *For* 4·3 kn *Read* 6·5 kn

German Notice 37/20031 - S. 154/18  
[NP19-No 42-Wk 42/18]

**Germany - Baltic South Shore -  
Zatoka Pomorska — Prohibited area**

328

After Paragraph 8.162 1 *Insert*:

**Prohibited area  
8.162a**

- 1 Anchoring and fishing are prohibited within an area centred on 54°03'·93N 14°06'·22E, due to unexploded ordnance.

German Notice 47/151/18 [NP19-No 45-Wk 51/18]

**Poland - Szczecin - Parnica — Berths; depths**

340

Paragraph 8.250 5 lines 1-6 *Replace by*:

- 5 Parnica (1¼ miles S), which includes Kanał Wrocławski, Duńczyca and Basin Cichy, contains 12 berths. The deepest is Naftowe (53°24'·65N 14°36'·24E) with a depth of about 7·9 m, and the longest being Nabrzeże Parnickie with a length of 320 m and depths of 6·0 to 6·7 m.

Polish Notice 47/620/17 [NP19-No 31-Wk 36/18]

**Poland - Zatoka Pomorska to Gulf of Gdańsk -  
Ławica Słupska — VTS**

340

After Paragraph 8.255 1 line 6 *Insert*:

**Vessel traffic services  
8.255a**

- 1 Ławica Słupska VTS covers the territorial sea and EEZ of Poland between the lines of longitude 15°23'·40E and 17°40'·50E.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Notice 23-24/20 Update to radio stations (530)  
[NP19-No 107-Wk 28/20]

# NP19

## Poland - West and north-north-west of Mrzeżyno — Directions; wrecks

341

After Paragraph 8.263 1 line 6 *Insert*:

Clear of a dangerous wreck (54°10'·45N  
15°01'·95E), thence:

After Paragraph 8.263 2 line 3 *Insert*:

NNW of a dangerous wreck (54°12'·06N  
15°14'·34E), thence:

ENC PL3C0000/2018

[NP19-No 3-Wk 10/18]

## Poland - Dziwna to Port Darłowo — Directions; wrecks

341

Paragraph 8.263 1-2 Including existing Section IV Notice  
Week 10/18 *Replace by*:

- 1 From a position in the approaches to Świnoujście,  
7½ miles N of Kikut Lighthouse (53°58'·89N  
14°34'·82E) (8.182), the track leads ENE, passing:  
NNW of DZI Light Buoy (safe water) (54°03'·32N  
14°41'·17E), thence:  
Clear of a dangerous wreck (54°10'·45N  
15°01'·95E), thence:
- 2 Clear of several dangerous wrecks in the vicinity  
of 54°12'·00N 15°05'·50E, noting an isolated  
depth of 8·8 m lying 3½ miles N of the  
wrecks, thence:  
NNW of a dangerous wreck (54°12'·06N  
15°14'·34E), thence:  
NNW of the coastal bank (54°12'·37N 15°17'·27E),  
which extends up to 5 miles from shore between  
Mrzeżyno (54°08'·63N 15°17'·21E) and  
Dźwirzyno, 4 miles E, with depths of less than  
10 m, thence:

Polish Notice 22-23/285/19

[NP19-No 68-Wk 28/19]

## Poland - Kołobrzeg and approaches — Pilotage

342

Paragraph 8.271 3 line(s) 1-3 *Replace by*:

- 3 **Pilotage** is compulsory for passenger vessels  
involved in international shipping and for all other  
vessels over 50 m in length. Pilots are available  
24 hours and board in position 54°12'·00N 15°32'·00E.  
For more details see *ADMIRALTY List of Radio  
Signals Volume 6(2)*.

Polish Hydrographic Office 09/10/20

[NP19-No 113-Wk 50/20]

## Poland - Rowy to Łeba — Nature reserve

345

After Paragraph 8.285 2 line 11 *Insert*:

### Traffic regulations 8.285a

- 1 **Restricted area.** Entry is prohibited within a nature  
reserve that extends 1¼ miles from the coast between  
Rowy (8.302) and Łeba (8.298).

ENC PL3G0030

[NP19-No 15-Wk 24/18]

## Poland - Port Ustka — Pilotage

346

Paragraph 8.292 1-3 *Replace by*:

- 1 **Port operations.** The port is radar equipped and  
can assist vessels in the event of poor visibility.  
**Anchorage.** There is a designated anchorage area  
(54°37'·14N 16°52'·95E) in the roadstead off Ustka,  
2 miles NNE of Ustka Lighthouse (54°35'·28N  
16°51'·27E), with depths from 13 to 18 m.  
The Harbour Master's Office must be informed on  
anchoring and the vessel must be ready to sail from the  
anchorage during strong onshore winds.
- 2 **Pilotage** is compulsory for passenger vessels  
involved in international shipping, vessels over 40 m  
LOA and for oversized vessels.  
Pilotage for vessels less than 60 m LOA may proceed in  
conditions which do not exceed force 5 and sea state 3.
- 3 Pilotage may proceed for vessels greater than 60 m  
LOA in conditions which do not exceed force 4 and  
sea state 2.  
In conditions greater than those stated, the Harbour  
Master shall decide on vessel manoeuvres.  
See *ADMIRALTY List of Radio Signals Volume 6(2)* for  
details.
- 4 **Local knowledge** is required and no attempt  
should be made to enter without a pilot.  
**Prohibited area.** A prohibited area lies along the  
coastline E of the breakwater, in the vicinity of 54°35'·42N  
16°52'·20E.

Polish Hydrographic Office

[NP19-No 112-Wk 48/20]

## Poland - Gdynia — Pilotage

355

Paragraph 9.50 *Replace by*:

- 1 Requests for pilots should be made as early as  
possible but not later than 6 hours prior to arrival at  
the pilot boarding position, with confirmation 2 hours  
before arrival. Pilotage is compulsory for the following:  
Vessels over 90 m LOA or, regardless of length,  
requiring the assistance of tugs.  
Vessels over 300 m LOA other than passenger  
vessels must use two pilots.  
Vessels over 60 m LOA entering or leaving the  
docks.  
Vessels entering or leaving docks over 200 m LOA  
must use two pilots.  
Barge trains or similar, with the assistance of at least  
two tugs.

## 2 Pilot boards as follows:

Vessels with a draught greater than 9 m or with hazardous cargoes close to GD Light Buoy (9.18), about 3½ miles E of the harbour entrance.  
Vessels with a draught less than 9 m, before G1-G2 Light Buoys about 1 mile E of the harbour entrance.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Notice 31/9024/18 [NP19-No 34-Wk 36/18]

**Poland - Gdynia — Tugs**

355

Paragraph 9.51 *Replace by:*

## 1 Use of tugs is compulsory as follows:

One tug:

Vessels 90 to 130 m in length.

Vessels carrying dangerous cargoes 70 to 110 m in length.

Two tugs:

Vessels 130 to 170 m in length.

Vessels carrying dangerous cargoes 110 to 150 m in length.

## 2 Three tugs:

Vessels over 170 m in length.

Vessels carrying dangerous cargoes over 150 m in length.

SeaWeb PO2422 [NP19-No 35-Wk 36/18]

**Poland - Gdynia — Restricted area**

355

After Paragraph 9.51 2 line 4 *Insert:*

**Restricted area****9.51a**

## 1 A restricted area surrounding a minefield is centred at 54°31'20N 18°33'83E.

ENC PL5GDYNA [NP19-No 39-Wk 40/18]

**Poland - Gulf of Gdansk - Gdynia — Directions**

356

Paragraph 9.58 1-3 *Replace by:*

## 1 From the vicinity of GD Light Buoy (safe water) (54°32'05N 18°39'84E) the track follows the line of bearing (271.5°) of a light (concrete tower) (54°32'17N 18°31'90E) through a channel, marked by light buoys (lateral and cardinal), to the main entrance.

Lights are displayed, one each side of the main entrance as follows:

## 2 N side (concrete tower with gallery and dome, 13 m in height) at the S end of the N detached breakwater.

S side (similar structure) at the N end of the S detached breakwater.

Polish Notice 22/325/20 [NP19-No 104-Wk 27/20]

**Poland - Gdynia — Obstructions**

357

Paragraph 9.61 2 line 6 *Replace by:*

...draught 7.9 m. Two obstructions, 8.3 and 8.7 m, lie in Basen No VI and VII respectively.

Polish Notice 49/663/17 [NP19-No 32-Wk 36/18]

**Poland - Gdynia — Berths; obstructions**

357

Paragraph 9.61 2 line 6 including existing Section IV Notice Week 36/18. *Replace by:*

...draught 7.9 m. Two obstructions, with depths 8.3 and 8.7 m, lie in Basen No VI and VII, respectively. A further two obstructions, with depths 8.2 and 9.2 m, lie at the E end of the quay between the basins.

ENC PL5GDYNA [NP19-No 40-Wk 40/18]

**Poland - Gdańsk - Martwa Wisła — Vertical clearance**

358

Paragraph 9.70 3 lines 4 *For* 57 m *Read* 52 m

Polish Notice 41-42/456/19 [NP19-No 84-Wk 45/19]

**Poland - Gdańsk — Anchorage; wreck**

358

Paragraph 9.75 2 line 7 *Replace by:*

...lies in its N part and a 10.8 m wreck lies on it's S border surrounded by a prohibited zone.

Polish Notice 24/328(T)/18 [NP19-No 18-Wk 29/18]

**Poland - Gdańsk — Anchorage; foul ground**

358

Paragraph 9.75 3 lines 1-5 *Replace by:*

Anchorage No 4, for bulk carriers, lies on the N side of the approach to Port Północny. It has a minimum depth of 16.5 m. Areas of foul ground lie in the S part of the anchorage.

Polish Notice 12/179/20 [NP19-No 94-Wk 18/20]

**Poland - Gdańsk — Pilotage**

359

Paragraph 9.76 1 lines 1-9 *Replace by:*

1 **Pilotage**, which should be ordered 2 hours in advance and is available 24 hours, is compulsory for the following:

Vessels of 80 m LOA and over in Nowy Port, except in the waters of Smiała Wisła and Martwa Wisła where it is mandatory for all vessels of 50 m LOA and over.

# NP19

Vessels of 40 m LOA and over in the waters of Motława.

Tankers with 200 m LOA and over or draught greater than 13 m transporting dangerous cargoes are required to use the services of two pilots.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Notice 31/9020/18 [NP19-No 36-Wk 36/18]

## Poland - Północny — Pilotage

361

Paragraph 9.98 *Replace by:*

- 1 **Pilotage** is compulsory for vessels over 100 m LOA except in the waters of Basen Wewnętrzny where it is mandatory for all vessels over 50 m LOA.

Tankers with 200 m LOA and over or draught greater than 13 m transporting dangerous cargoes are required to use the services of two pilots.

Pilot service is available 24 hours. Vessels awaiting pilots should use anchorages No 4 or No 5. Pilots board 4 cables W of PP Light Buoy (safe water) (54°25'82N 18°53'88E) or at the anchorage.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

- 2 **Tugs.** Vessels are required to use tugs. The number required is laid down in the Port Regulations.

Polish Notice 31/9020/18 [NP19-No 37-Wk 36/18]

## Poland - Port Północny - Basen Paliw Płynnych — Draughts

361-362

Paragraph 9.107 1 lines 6-10 *Replace by:*

...the S side. Both berths can accommodate vessels up to 300 m in length with a maximum draught of 15.0 m. On the N side of the spur PIRS T is 550 m in length and can accommodate vessels up to 350 m LOA with a maximum draught of 15.0 m.

ENC PL5GDANS 2017; Gdansk Port Authority  
[NP19-No 7-Wk 13/18]

## Poland - Gdańsk - Rzeka Wiśła Śmiała — Bridge clearances

362

Paragraph 9.116 5 lines 1-2 *Replace by:*

- 5 A draw bridge, with a vertical clearance of 4.5 m, crosses the Martwa Śmiała at Sobieszewo (9.116).

**Horizontal clearance.** The bridge at Sobieszewo has a horizontal clearance of 50 m when open.

Polish Notice 3/34 [NP19-No 50-Wk 07/19]

## Russia – Southern Baltic - Kaliningrad – Pionerskiy — Terminal information

374

After Paragraph 10.13 6 line(s) 10 *Insert:*

### Pionerskiy LNG Terminal 10.13a

- 1 **Description.** Pionerskiy LNG Terminal (54°58'94N 20°21'66E) lies NE of Mys Gvardeyskiy. The terminal is protected by a C-shaped breakwater and marked by light buoys (special). A turning basin, 296 m in diameter, is located about 2½ cables SE of the terminal. The terminal consists of FRSU *Marshal Vasilevskiy*.

- 2 **Directions.** Vessels approaching the terminal are to follow Route 38 and then alter course to SSW on Route 38a.

#### Useful marks:

LNG Terminal N Light Beacon (red tower, white band) (54°59'10N 20°22'10E).

LNG Terminal S Light Beacon (black tower, two white bands) (54°58'80N 20°21'70E).

- 3 **Pilotage.** Pilot boards within the waiting area centred on 55°00'00N 20°23'80E.

**Berth.** Reported to be 125 m in length with depths of 19 m.

Russian Notice 13/1506/19 [NP19-No 55-Wk 16/19]

## Lithuania - Klaipėda — Directions

376

Paragraph 10.35 5 line(s) 1-2 *Replace by:*

- 5 N of No 3 Light Buoy (starboard hand) (55°43'68N 21°03'48E), thence:

Lithuanian navigation warning 030/19  
[NP19-No 58-Wk 21/19]

## Latvia - Liepāja — Controlling depths

381

Paragraph 10.82 including heading *Replace by:*

### Controlling depths 10.82

- 1 The controlling depths within the approach channels are as follows:

Middle entrance channel (56°32'24N 20°57'93E);  
least dredged depth of 14.0 m (2019).

South entrance channel (56°31'72N 20°58'07E);  
least depth about 11 m.

North entrance channel (56°33'19N 20°58'16E);  
least depth about 5 m.

- 2 Depths may be shoaler than charted due to silting. Contact local authorities for information about latest depths.

### Water level 10.82a

- 1 With winds from E, water level may fall up to 0.6 m, and with W winds it may rise up to 0.9 m, with regard to mean water level.

Latvian Chart 3700/20 [NP19-No 108-Wk 32/20]



## Latvia - Liepāja — Prohibited areas

382

After Paragraph 10.88 1 line 8 *Insert*:**Prohibited areas****10.88a**

- 1 Explosives dumping grounds, in which anchoring and underwater operations are prohibited, are centred on:

56°26'·35N 20°40'·52E;  
 56°33'·20N 20°41'·12E;  
 56°34'·00N 20°59'·00E;  
 56°26'·70N 20°55'·10E.

Latvian Chart LV2259/20 [NP19-No 105-Wk 27/20]

## Latvia - Liepāja — Directions; depths; light

382-383

Paragraph 10.93 2 lines 8-9 *Replace by*:

...ESE, along a channel marked by light buoys (lateral), into the harbour.

Paragraph 10.93 4 including existing Section IV Notice Week 21/20 *Replace by*:

**North entrance (Ziemeļu vārti).** Entry through the N entrance is possible with special permission from Liepāja Naval Base.

- 4 From a position 1½ miles NW of the N entrance, a channel, marked by light buoys (lateral), leads SE, in the white sector (142°-146°) of a light (white round column with platform, 6 m in height) (56°32'·09N 20°59'·61E), to the entrance. Thence the track continues S, in the white sector (170·2°-171·2°) of a light (white round column with platform, 5 m in height) (56°31'·37N 20°58'·69E) standing on the S mole, 4½ cables from its head. A shoal with a depth of 4·9 m (56°32'·92N 20°58'·19E) lies close W of the leading line.

Latvian Chart 3700/20 [NP19-No 109-Wk 32/20]

## Latvia - West coast - Approaches to Liepāja — Directions; buoyed channel

383

Paragraph 10.93 4 lines 1-8 *Replace by*:

- 4 **North entrance (Ziemeļu vārti).** Entry through the N entrance is possible with special permission from Liepāja Naval Base.

From a position 1½ miles NNW of the N entrance, a channel with a least depth of 6 m, marked by light buoys (lateral), leads to the entrance. Thence entry is made in the white sector (170·2°-171·2°) of a light (white round column with platform, 5 m in height) (56°31'·37N 20°58'·69E) standing on the S mole, 4½ cables from its head. A shoal with a depth of 4·9 m (56°32'·92N 20°58'·19E) lies close W of the leading line.

Latvian Notice 4/133-6/20 [NP19-No 102-Wk 21/20]

## Latvia - South-south-west of Ventspils - Banka Somnitelnaja sēklis — Directions; buoy

384

Paragraph 10.108 2 line(s) 8-10 *Replace by*:

WNW of Banka Somnitelnaja sēklis (57°18'·18N 21°21'·79E) with a depth of 10 m. An isolated...

Latvian Notice 7/185/19 [NP19-No 72-Wk 32/19]

## Latvia - Ventspils — Prohibited anchorage

385

After Paragraph 10.127 2 line 8 *Insert*:

- 3 **Prohibited anchorage.** Anchoring is prohibited in an area surrounding a sewer pipeline, which extends about 1 mile NW from the shore at 57°24'·89N 21°34'·26E.

Latvian ENC LV532100 [NP19-No 73-Wk 32/19]

## Latvia - Salacgrīva — Controlling depths

398

Paragraph 11.76 2 lines 6-7 *Replace by*:

...depth of 5·8 m and alongside the piers there are depths of 2·4 to 5·7 m.

Latvian Chart 3505/2017 [NP19-No 33-Wk 36/18]

## Estonia - Saaremaa - Suur Katel — Directions; wrecks

404

Paragraph 11.115 2-3 *Replace by*:

- 2 ESE of a shoal patch (58°00'·29N 22°16'·48E), with a depth of 3·0 m, marked by a light buoy (E cardinal), thence:  
 WNW of Veiserahu (57°59'·31N 22°26'·24E), a rocky ridge with a least depth of 1·8 m, marked by a light buoy (S cardinal), thence:  
 WNW of a dangerous wreck (58°02'·68N 22°30'·38E), and:  
 ESE of Leeltserahu (58°03'·89N 22°19'·72E), a group of rocks, marked by a buoy (E cardinal), noting a shallow patch, 2 miles E, with a depth of 9 m, thence:
- 3 WNW of Kirjurahu madal (58°04'·60N 22°30'·19E), a shoal with a least depth of 2·9 m, thence:  
 Clear of a dangerous wreck (58°05'·80N 22°24'·72E), thence:  
 ESE of Merise madal (58°06'·01N 22°17'·82E), a shoal with a least depth of 1·5 m, and:  
 WNW of the shoal ground extending about 1½ miles SSW of Vahase saar (58°08'·53N 22°28'·25E), marked at its extremity by a buoy (W cardinal) (58°06'·64N 22°24'·82E), and:

Estonian Notice 7/79;80/18 [NP19-No 27-Wk 31/18]

# NP19

## Estonia - Roomassaare — Directions; light sector

405

Paragraph 11.120 1 line 4 *For* 024°-030° *Read* 029°5'-032°5'

Estonian Notice 12/147/18 [NP19-No 46-Wk 01/19]

## Estonia - Saaremaa - Veere — Pilotage

414

After Paragraph 12.37 1 line 6 *Insert*:

**Pilotage.** Pilots board in position 58°32'·00N 22°02'·00E.

ENC EE3D1312 (3.000)

[NP19-No 91-Wk 09/20]

## Estonia - Outer approaches to Väinameri - Osmussaar — Directions; wreck

419

Paragraph 12.77 2 line(s) 2-8 *Replace by*:

...Osmussaar (*Baltic Pilot Volume 3*) and clear of a dangerous wreck (59°14'·48N 23°27'·16E), the alignment (192·4°), of these lights leads SSW along the recommended track, avoiding the charted shoals and obstructions, passing:

WNW of Dirhami neem (59°12'·57N 23°29'·50E) (12.69), thence:

Paragraph 12.77 3 line(s) 6-8 *Delete*

Paragraph 12.77 5 line(s) 2-4 *Replace by*:

WNW of shoals extending from Telise neem (59°04'·60N 23°26'·20E) (12.69).

Estonian Notice 12/189/19 [NP19-No 90-Wk 02/20]

## Estonia - Noarootsi - Voosi kurk — Directions; underwater rock

420

Paragraph 12.77 10 line(s) 7-8 *Replace by*:

The alignment (185°) of these lights leads S for about 1 mile, through a channel, marked by light buoys (lateral), passing:

Clear of an underwater rock (59°01'·22N 23°23'·84E) with a depth of 3·5 m.

Estonian Notice 06/84/19 [NP19-No 67-Wk 27/19]

## Estonia - East of Muhu - Suur väin — Directions; wreck

423

Paragraph 12.98 2 line(s) 5 *Replace by*:

And:

ENE of a wreck (58°36'·24N 23°24'·62E) with a depth of 11·4 m, thence:

Estonian Notice 4/036/19 [NP19-No 56-Wk 17/19]

## Estonia - Väinameri - Vormsi - Sviby — Pilotage

423

After Paragraph 12.101 1 line 3 *Insert*:

**Pilotage** is compulsory for all foreign vessels in Sviby.

Correspondence Estonia [NP19-No 51-Wk 11/19]

## Estonia - Muhu Väin - Rohuküla — Pilotage

424

After Paragraph 12.104 2 line 1 *Insert*:

**Pilotage** is compulsory for all foreign vessels in Rohuküla.

Correspondence Estonia [NP19-No 52-Wk 11/19]

## Estonia - Muhu Väin - Hiiumaa - Heltermaa — Pilotage

425

After Paragraph 12.108 2 line 1 *Insert*:

**Pilotage** is compulsory for all foreign vessels in Heltermaa.

Correspondence Estonia [NP19-No 53-Wk 11/19]

## NP20 Baltic Pilot Volume 3 (2019 Edition)

## Finland - Gulf of Bothnia - Norra Kvarken — Directions; shoal

86

Paragraph 2.23 4 line 2 *Replace by*:

...marked by a light buoy (starboard...)

After Paragraph 2.23 4 line 7 *Insert*:

NW of a shoal with a least depth of 15 m (63°27'·03N 20°38'·33E), marked by a buoy (starboard hand), thence:

Finnish Notice 16/125/19 [NP20-No 1-Wk 29/19]

## Russia - Gulf of Finland - Ostrov Sommers to Ostrov Seskar — Directions; regulated areas

89

Paragraph 2.39 3 line 4 *For* 356 *Read* 354

Paragraph 2.39 6 line 2 *For* 350 *Read* 353

Russian Notices 39/4497/19; 39/4496/19  
[NP20-No 34-Wk 43/19]

## Estonia - Osmussaar — Directions; wreck

96

After Paragraph 3.16 1 line 6 *Insert*:

SE of a dangerous wreck (59°14'·48N 23°27'·16E), thence:

Estonian Notice 12/189/19 [NP20-No 51-Wk 02/20]

**Estonia - Paldiski — Prohibited area**

97

Paragraph 3.21 1 line(s) 6-10 *Delete*

Estonian Notice 5/72/20

[NP20-No 62-Wk 23/20]

**Estonia - Paldiski — Directions; lights; buoys**

98

Paragraph 3.23 5 lines 5-9 *Replace by:*

Light buoys (W cardinal) (2 cables SE of the pier) mark the W extent of shoaling in the SE corner of the bay. The white sector (335°-000°) of Paldiski Lõunasadam South Harbour Light clears the E side of a bank extending S from the shore W of the pier. By day, the alignment (000-0°) of the light with an unlit beacon, 175 m N, clears the E edge of the bank.

Estonian Chart 827

[NP20-No 38-Wk 43/19]

**Estonia - Paldiski — Anchorages**

98

Paragraph 3.24 1-2 *Replace by:*

- 1 Anchorage areas are established as follows:  
Area A, 1¼ miles W of Paldiski Pier (3.25), with depths of 13-0 m to 22-5 m, mud. An obstruction (59°20'17N 24°02'40E) with a depth of 16-7 m lies on the NE edge of the anchorage with sunken mines lying close S. A sunken mine (59°19'89N 24°02'31E) also lies near the centre of the anchorage. See Prohibited areas (3.21).
- 2 Area C lies about 5 cables NW of Paldiski N harbour breakwater (59°21'24N 24°02'22E), with depths of 32 to 37 m, sand and clay. Area D (59°22'15N 23°54'80E) lies 5 cables N of Suur-Pakri and Väike-Pakri, in depths of 27 to 45 m, mud.
- 3 Anchorage is available for small vessels off the SE point of Väike-Pakri in a depth of 5 m, sand and mud, noting a shoal patch with an underwater rock with a depth of 2-5 m (59°18'65N 24°03'09E) located 1½ miles SW of Paldiski Pier.

Estonian Chart 827

[NP20-No 39-Wk 43/19]

**Estonia - Paldiski — Anchorage**

98

Paragraph 3.24 1-2 including existing Section IV Notice Week 43/19 *Replace by:*

- 1 Anchorage areas are established as follows:  
Area A, 1¼ miles W of Paldiski Pier (3.25), with depths of 13-0 m to 22-5 m, mud. Several obstructions exist within the anchorage.
- 2 Area C lies about 5 cables NW of Paldiski N harbour breakwater (59°21'24N 24°02'22E), with depths of 32 to 37 m, sand and clay. Area D (59°22'15N 23°54'80E) lies 5 cables N of Suur-Pakri and Väike-Pakri, in depths of 27 to 45 m, mud.

- 3 Anchorage is available for small vessels off the SE point of Väike-Pakri in a depth of 5 m, sand and mud, noting a shoal patch (59°18'65N 24°03'09E) with an underwater rock with a depth of 2-5 m located 1½ miles SW of Paldiski Pier.

Estonian Notice 5/72/20

[NP20-No 63-Wk 23/20]

**Estonia - Gulf of Finland - Tallinn — Arrival information; prohibited anchorage**

100

Paragraph 3.39 6 *Replace by:*

- 6 **Prohibited anchorages.** Anchorage is prohibited in an area centred on 59°31'00N 24°32'05E. Anchoring and fishing are prohibited in an area centred on 59°34'38N 24°34'65E. See also 3.3.

Estonian Notice 10/152/20

[NP20-No 69-Wk 49/20]

**Estonia - North coast - Eru Laht - Muuga Sadam to Letipea Neem — Directions; wreck**

108

Paragraph 3.97 3 line(s) 3 *Replace by:*

...which there is a large rock. An historic wreck (59°41'50N 25°42'12E) (see 1.88) lies 1 mile N of Purekkari neem. A rocky patch,...

GB Chart 2248/17

[NP20-No 61-Wk 19/20]

**Russia - Gulf of Finland - Ostrov Seskar - Winter Channel — Depth**

111

Paragraph 3.109 1 lines 1-2 *Replace by:*

- 1 There is a least depth of 12 m (59°56'71N 28°23'97E) along Recommended Track No 3, between Banka Garkalamatala (3.144) and Banka Velimatala (3.149).

Russian Chart 25054/19

[NP20-No 33-Wk 42/19]

**Russia - Gulf of Finland - Approaches to Luzhskaya Guba — Directions; regulated area**

117

Paragraph 3.148 1 line 3 *For 356 Read 354*

Russian Notice 39/4497/19

[NP20-No 35-Wk 43/19]

**Russia - Gulf of Finland - Ust'-Luga — Directions**

118

Paragraph 3.155 *Replace by:*

- 1 **Caution.** The leading lines are visible only on the alignment. It is reported that the leading lines may not be reliable due to silting of the channel. Floating aids to navigation may be removed in winter.

## NP20

### Ust'-Luzhskiy Morskoj Leading Lights:

Front light (red panel with white vertical stripe on white post, 8 m in height) (59°40'31N 28°19'07E), standing on the shore close E of the river entrance.

- 2 Rear light (similar structure, 12 m in height) (2½ cables from front light).

From a position in the vicinity of the fairway light buoy (safe water) (59°41'72N 28°18'51E), Reka Luga is entered on the alignment (168.6°) of these leading lights, in a channel marked by light buoys (lateral) to a position about 5 cables from the front light.

### Ust'-Luzhskiy Rechnoy Leading Lights:

- 3 Front light (red panel with white vertical stripe on white post, 10 m in height) (59°40'01N 28°17'82E), standing near the timber export pier.

Rear light (red rectangle with white vertical stripe on red circular tower with black vertical stripe, black base, 19 m in height) (3¼ cables from front light).

The alignment (212.8°) of these lights then leads about 7½ cables to the berths.

Russian Notices 44/5086/19; 44/5147/19; 44/5087(T)/19  
[NP20-No 41-Wk 47/19]

### Russia - Gulf of Finland - Approaches to Ust'-Luga — Anchorages

119

Paragraph 3.161 1 line(s) 5-6 *Replace by:*

**Area 10A.** NE of Mys Kolganpya (59°50'87N 28°32'66E). An obstruction (59°54'52N 28°36'50E) is situated in the SW part of the anchorage.

Russian Notice 42/4874/19 [NP20-No 40-Wk 45/19]

### Russia - Gulf of Finland - Ust'-Luga — Anchorage

119

Paragraph 3.161 2 *Replace by:*

- 2 **Area 11A.** Centred on 59°49'08N 28°24'41E, situated W of Fairway No 19 and E of the shoal area between Banka Temnaya Loda (3.150) and Banka Repina (59°50'10N 28°22'30E); bottom of mud, clay and fine sand.

**Area 12.** In the NW part of Luzhskaya Guba, between E and SE of Mys Pikhli Saar Light (3.149). This anchorage is for Russian naval and support vessels only.

Russian Notices 44/5085/19; 44/5156/19  
[NP20-No 42-Wk 47/19]

### Russia - Kronshtadt — Anchorage; obstruction

126

Paragraph 3.220 1 lines 4-5 *Replace by:*

Area 2 (59°58'09N 29°47'77E), a small anchorage situated 2½ cables SSE of the S point of the island. An obstruction is situated in the E part of the anchorage.

Russian Notice 37/3313/20 [NP20-No 68-Wk 43/20]

### Russia - Sankt Peterburg - Kronshtadtskiy Korabel'nyy Farvater — Directions; regulated area

127

Paragraph 3.226 1 line 5 *For 357 Read 350*

Russian Notice 39/4494/19 [NP20-No 36-Wk 43/19]

### Finland - Gulf of Finland - Tärngrundet - Träskö — Directions; lights

151

Paragraph 4.97 3 lines 5-6 *Replace by:*

...marking Österharu (4.98) and Tärngrundet, to a position in the white sector of Tärngrund Light.

Paragraph 4.97 4 lines 1-3 *Replace by:*

- 4 **Tärngrund Light.** The white sector (196°-204.5°) of Tärngrund Light (59°52'15N 23°37'43E) leads...

Finnish Notice 10/69/19 [NP20-No 2-Wk 29/19]

### Finland - Gulf of Finland - Approaches to Helsinki — Directions

167

*After Paragraph 4.185 1 line 9 Insert:*

### Approach from northwest of Helsinki Lighthouse 4.185a

1 From a position about 1¾ miles NW of Helsinki Lighthouse (59°56'94N 24°55'58E), the route, authorised for a draught of 8.0 m, leads N, crossing the 9.6 m route (4.185) and passing E of Ulkomatala (4.172). Thence the track continues N to a position about 5 cables ENE of Gråskärsbådan Lighthouse (4.173) where it joins the 11.0 m route.

*(Directions are given for the 11.0 m channel at 4.173)*

Finnish Notice 6/31/20 [NP20-No 56-Wk 15/20]

### Finland - Helsinki - Tiirakari Tirgrund — Directions; leading lights

167

Paragraph 4.186 4 line(s) 1-4 *Replace by:*

- 4 Rear beacon (black round concrete column, white stripe) (5½ cables ENE of front light) on Lökkiluoto (4.187).



The alignment (072.6°) of these lights, or at night the white sector (070.5°-073.5°) of Tiirakari Light, leads...

Finnish Notice 32/271.1/19 [NP20-No 48-Wk 01/20]

**Finland - Gulf of Finland - Approaches to Helsinki — Directions; regulations**

168

Paragraph 4.187 1-3 *Replace by:*

- 1 From a position NNW of Kuivasaari (60°06'10N 25°00'95E) the route, authorised for a draught of initially 9.0 m, thence 9.6 m, and then 8.9 m and partly marked by light buoys and buoys, leads 3½ miles, in a generally NW direction, from the South Finland Winter Channel towards Lauttasaarenselkä and the western harbours.

Passing and overtaking are prohibited within the route between the lines of latitude 60°08'10N 60°08'60N.

- 2 The fairway, which initially leads 1¼ miles NW from the Rantan leading line (4.182) is covered by the white sector (146°-149°), astern, of Kuivasaari Light (4.175). It crosses the 9.5 m channel SW of the entrance to the eastern harbours, at Remmarholm (60°07'87N 24°59'64E), and passes NE of Itäkari (60°07'50N 24°59'30E) and Länsikari, 5 cables NW.

- 3 Thence the track continues to lead NW to a position W of Länsi Mustasaari Light (60°08'78N 24°58'44E) where it joins the Kruunuvuorenselkä west entrance (4.201).

Alternatively, from a position W of the SW point of Susisaari (60°08'50N 24°59'20E) the recommended track leads WNW for 8 cables, passing NNE of Husunkivi Light (4.186), to the following:

UKHO [NP20-No 10-Wk 30/19]

**Finland - Helsinki - Lokkiluoto — Directions; leading lights**

168

Paragraph 4.187 6 line 1 *For 140.4° Read 143.1°*

ENC FI59S191 (10.029) [NP20-No 49-Wk 01/20]

**Finland - Gulf of Finland - Helsinki — Directions; regulations**

169

*After Paragraph 4.201 2 line 4 Insert:*

Passing and overtaking is prohibited within the channel between the lines of latitude 60°08'80N and 60°09'10N.

UKHO [NP20-No 11-Wk 30/19]

**Finland - Gulf of Finland - Approaches to Vuosaari — Directions; 11.0 m channel**

174

*After Paragraph 4.220 1 Insert:*

**11.0 m channel from south-east 4.220a**

- 1 From a position 7 miles W of Kalbådagrund Lighthouse (59°59'14N 25°35'93E) (4.256) the track leads 8¾ miles NW in the white sector (312.9°-319°) of Länsitoukki light (60°05'50N 25°07'82E), passing: SW of Etelä Voronina (60°00'33N 25°25'39E) (4.257), thence:

SW of Ulkomatala (60°01'83N 25°16'89E) (4.240).

- 2 The track then joins the 11.0 m main channel (4.221) in a position 1 mile NE of Vuosaari 1 Light Beacon (port hand) (60°03'80N 25°08'24E).

Paragraph 4.221 heading *For 11.0 channel Read 11.0 m main channel*

Finnish Notice 7/38/20 [NP20-No 57-Wk 16/20]

**Finland - Gulf of Finland - Approaches to Vuosaari — Directions; regulations**

174

Paragraph 4.221 7 line 9 *Replace by:*

...(4.222). From this position, passing and overtaking are prohibited. Thence:

UKHO [NP20-No 12-Wk 30/19]

**Finland - Gulf of Finland - Approaches to Vuosaari — Directions; 11.0 m channel**

177

Paragraph 4.240 1 line 2 *Replace by:*

...leads from the 11.0 m channel from South-east (4.220a) NE, then N, to join the South Finland Winter...

Paragraph 4.240 4 line 2 *For W Read S*

Finnish Notice 7/38/20 [NP20-No 58-Wk 16/20]

**Finland - Loviisa, Valko and approaches — Directions; leading lights**

192

Paragraph 5.42 2 line(s) 2-4 *Replace by:*

...track leads 2¼ miles...

Finnish Notice 22/178/19 [NP20-No 32-Wk 38/19]

**Finland - Gulf of Finland - Approaches to Kokta — Pilotage**

193

Paragraph 5.52 1 *Replace by:*

- 1 Pilotage is compulsory for the following:  
Vessels with a maximum LOA of 70 m or more;  
Vessels with a maximum breadth of 14 m or more;  
Vessels whose greatest summer load draught in salt water is more than 4.5 m;

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Vessels carrying bulk cargo of hazardous substances or substances that can pollute the sea:

Vessels belonging to a foreign government which is not used in commercial operations.

Boarding positions are as follows:

UKHO [NP20-No 13-Wk 30/19]

### Finland - Gulf of Finland - Kotka — Directions; light

194

Paragraph 5.58 5 lines 6-7 *Replace by:*

...sector (013°-022°) of Mussalo Light (grey beacon, 11 m in height) (60°24'·96N 26°54'·04E), crossing the South Finland...

Finnish Notice 2/9/2020 [NP20-No 55-Wk 08/20]

### Finland - Gulf of Finland - Approaches to Kotka — Directions; regulations

198

Paragraph 5.72 1 line 5 *Replace by:*

...Kotka Harbour. Passing and overtaking are prohibited within the channel.

UKHO [NP20-No 14-Wk 30/19]

### Finland - Gulf of Finland - Kotka — Directions; depths

201

Paragraph 5.96 1 line(s) 3-4 *Replace by:*

...26°58'·26E), the route, with a least swept depth of 9·1 m and marked by buoys, leads 6 cables W on the...

ENC FI59S138 (4.013) [NP20-No 65-Wk 28/20]

### Finland - Gulf of Finland - Kotka — Berths; swept depths

201

Paragraph 5.97 2 *Replace by:*

- 2 The liquid bulk terminal is a pier with two berths, N1 and N2, swept to 15·0 m and 11·5 m, respectively.

Finnish Notice 16/116/20 [NP20-No 66-Wk 28/20]

### Finland - Gulf of Finland - Approaches to Hamina — Directions; regulations

204

Paragraph 5.125 1 lines 1-4 *Replace by:*

- 1 From the position 1¼ miles SW of Vatikki Front Leading Light (60°24'·37N 27°18'·18E) the route, within which overtaking and passing are prohibited between the line of latitude 60°26'·20N and 60°27'·40N, then leads 5 miles N along a two-way route marked by light buoys (lateral), passing:

UKHO [NP20-No 15-Wk 30/19]

### Finland - Hamina — Basins and berths; draught; navigation marks

207

Paragraph 5.156 1 and 2 *Replace by:*

- 1 Situated 1¼ miles WSW of Hillo Quay, Summa Quay, used by a paper works factory, consists of a small pier, the berthing head of which faces SW.

Finnish Notice 15/113/19 [NP20-No 3-Wk 29/19]

### Russia - Gulf of Finland - Vysotsk — LNG terminal

215

After Paragraph 5.199 2 line 9 *Insert:*

#### Vysotsk LNG Terminal 5.199a

- 1 **Position and function.** The Vysotsk LNG Terminal (60°36'·24N 28°32'·98E) is located 8 cables N of Lukoil II Oil Terminal (5.199) and consists of a jetty extending NNE from a wharf.

**Directions.** From a position in the fairway, about 7 cables WSW of the front light of Vysotskiy Vkhodnoy Leading Lights (5.192), the track leads SSE, through a channel marked by light buoys (lateral), to the berth.

- 2 **Berth.** The LNG transhipment berth (60°36'·31N 28°32'·98E) is situated on the W face of the jetty, with dolphins extending NNE and SSW, the extremities of which are lit. It has an overall length, including dolphins, of about 235 m; maximum charted depth alongside about 9·5 m.

The LNG loading berth (60°36'·22N 28°32'·89E) has an overall length of about 165 m; maximum charted depth alongside about 8·5 m.

Russian Chart 28008 (2019) [NP20-No 50-Wk 01/20]

### Russia - Approaches to Primorsk - East of Ostrov Seskar — Outer anchorages; obstruction

220

Paragraph 5.256 1 line(s) 9 *Replace by:*

...36 m, sand and pebbles. An obstruction (60°01'·80N 28°28'·96E) is situated in the NE part of the anchorage area.

ENC RU4NTK08 [NP20-No 59-Wk 19/20]

**Russia - Gulf of Finland - Approaches to Primorsk — Directions; regulated areas**

221

Paragraph 5.257 1 line 2 *For 350 Read 353*

Paragraph 5.258 1 line 6 *For 350 Read 353*

Russian Notice 39/4496/19 [NP20-No 37-Wk 43/19]

**Finland - Saaristomeri - Utö - Svartgrund — Prohibited anchorage**

239

*After Paragraph 6.106 1 line 4 Insert:*

**Prohibited anchorage**

**6.106a**

- 1 Anchorage is prohibited in an area (59°49'20N 21°22'70E) N of Stor Gråharun (6.113).

Finnish Notice 16/120/19 [NP20-No 4-Wk 29/19]

**Finland - Utö to Lövsjär - Svartgrund — Prohibited anchorage**

242

Paragraph 6.123 1 line 6 *Replace by:*

...(6.113) and Fregattgrund Light Beacon. Anchorage is prohibited in an area (6.106a) about 2 cables SW of the anchorage.

Finnish Notice 16/120/19 [NP20-No 5-Wk 29/19]

**Finland - Saaristomeri - Lövsjär to Orhisaari — Directions; regulations**

243

Paragraph 6.127 1 line 9 *Replace by:*

...(60°13'48N 21°45'09E). Passing and overtaking are prohibited between the lines of longitude 21°43'30E and 21°45'20E.

UKHO [NP20-No 16-Wk 30/19]

**Finland - South west coast - Rödhamnsfjärden — Directions; regulations**

248

Paragraph 6.162 2 line 9 *Replace by:*

...a buoy (S cardinal) (59°57'90N 20°10'56E). Within this area passing and overtaking are prohibited.

UKHO [NP20-No 17-Wk 30/19]

**Finland - Gulf of Finland - Ahvenanmaa - Hälsö channel — Directions; regulations**

251

*After Paragraph 6.173 3 line 5 Insert:*

Passing and overtaking are prohibited between the lines of longitude 20°22'20E and 20°23'20E.

Paragraph 6.178 1 line(s) 8 *Replace by:*

...and light buoys (cardinal), within which passing and overtaking is prohibited, leads 3 miles E to a...

UKHO [NP20-No 18-Wk 30/19]

**Finland - South-west coast - Isokari to Laupunen — Directions; leading light**

256

Paragraph 6.209 1 line(s) 6 *Replace by:*

...by buoys (cardinal), passing...

Paragraph 6.209 3 line(s) 1-6 *Replace by:*

- 3 Thence the fairway leads 1½ miles SE, in the white sector (123°-135°) of Korra Light (white tower, red band) (60°34'59N 21°08'58E), between shoals marked by buoys and light buoys (cardinal).

Finnish Notice 20/170/19 [NP20-No 31-Wk 35/19]

**Finland - Saaristomeri - Laupunen to Rajakari — Directions; regulations**

258

Paragraph 6.220 3 line 4 *Replace by:*

...21°47'17E), mark the N and S parts, of this fairway. Within this fairway, passing and overtaking is prohibited between the lines of latitude 60°17'30N and 60°16'30N.

UKHO [NP20-No 19-Wk 30/19]

**Finland - South west coast - Turku and approaches — Regulations**

261

*After Paragraph 6.238 1 line 8 Insert:*

**Regulations concerning entry**

**6.238a**

- 1 Passing and overtaking are prohibited between the lines of latitude 60°24'40N and 60°25'30N within the approaches to Pansio Oil and Chemical Harbour and Naantali (6.244).

UKHO [NP20-No 20-Wk 30/19]

**Finland - Åland Islands - Maarianhamina — Directions**

266

Paragraph 6.285 1 line(s) 1 *For Möckelö Leading Lights Read Västerhamn*

Paragraph 6.285 2-3 *Replace by:*

- 2 W of Korrviksten Light Buoy (W cardinal), about 3½ cables SSW of Lotsberget Front Light, thence:  
E of Gregersö södra Light Buoy (E cardinal) (60°04'76N 19°55'49E).

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- 3 Thence the track continues N, through a channel marked by buoys (E cardinal), as required for berthing.

Finnish Notice 33/277/19 [NP20-No 52-Wk 02/20]

### **Finland - Ålands Hav - Ahvenanmaa — Directions; light**

268

Paragraph 6.302 3 lines 6-7 *Replace by:*

...stands a beacon.

Paragraph 6.302 4 lines 1-6 *Replace by:*

- 4 Thence the track leads E through a channel marked by buoys (cardinal), passing between Emskä and Långö, and on to the following leading line:

Finnish Notice 12/88/19 [NP20-No 6-Wk 29/19]

### **Finland - Gulf of Bothnia - Approaches to Pietarsaari — Directions; marine farm**

321

Paragraph 8.11 2 line 9 *Replace by:*

A marine farm, centred on 63°46'·21N 22°28'·50E, lies 1¼ miles NW of Kallan Lighthouse. Thence:

Finnish Notice 18/149/20 [NP20-No 67-Wk 32/20]

### **Finland - Gulf of Bothnia - Pietarsaari — Regulations**

321

*After* Paragraph 8.14 2 line 3 *Insert:*

Passing and overtaking are prohibited in the main channel between the lines of longitude 22°37'·90E and 22°41'·00E.

UKHO [NP20-No 21-Wk 30/19]

### **Finland - Gulf of Bothnia - Kokkola — Traffic regulations**

323

*After* Paragraph 8.31 1 line 5 *Insert:*

Vessels over 200 m in length are prohibited from passing or overtaking in the main channel between the lines of latitude 63°53'·50N and 63°59'·20N.

UKHO [NP20-No 22-Wk 30/19]

## **Finland - Gulf of Bothnia - Raahe — Regulations**

328

*After* Paragraph 8.70 1 line 2 *Insert:*

### **Regulations concerning entry 8.70a**

- 1 Within the main channel, passing and overtaking are prohibited between the lines of longitude 24°16'·90E and 24°22'·30E.

UKHO [NP20-No 23-Wk 30/19]

### **Finland - Gulf of Bothnia - Approaches to Oulu — Directions; regulations**

333

Paragraph 8.98 4 line 8 *Replace by:*

...061·6°, ahead. Between Oulu 5 Light Beacon (starboard hand) (65°08'·05N 24°50'·73E) and Hammasmatala (65°08'·40N 24°53'·12E), marked by a light beacon (starboard hand), passing and overtaking is prohibited.

Paragraph 8.99 5 line 9 *Replace by:*

...25°19'·81E) (8.112). Passing and overtaking is prohibited between the lines of longitude 25°23'·50E and 25°20'·80E.

UKHO [NP20-No 24-Wk 30/19]

### **Finland - Gulf of Bothnia - Oulu-Toppila — Draught**

334

Paragraph 8.107 2 line 2 *For* 5·4 m *Read* 5·0 m

Finnish Chart 57 [NP20-No 29-Wk 33/19]

### **Finland - Gulf of Bothnia - Oulu-Toppila — Directions; draught**

335

Paragraph 8.119 1 line(s) 1-3 *Replace by:*

- 1 From a position 4 cables NNE of Kyrönkari Front Light (65°00'·72N 25°20'·22E) a branch channel, authorised for a draught of 5·0 m for 1½ miles, thence reducing to 2·4 m for 3 miles, leads to Kuivasmeri (8.114).

Finnish Chart 57 [NP20-No 30-Wk 33/19]

### **Finland - Gulf of Bothnia - Approaches to Oulu — Directions; regulations**

336

Paragraph 8.132 1 lines 6-9 *Replace by:*

Thence the recommended track leads off the main 10·0 m route, within which passing and overtaking are prohibited, through a narrow channel marked by buoys, light beacons, and in turn by the following leading lights:

UKHO [NP20-No 25-Wk 30/19]



## Finland - Gulf of Bothnia - Kemi — Regulations

340

Paragraph 8.157 Including heading *Replace by:***Regulations concerning entry****8.157**

- 1 A speed limit of 7 kn for deep draught vessels is in force for the channel between Hebe Light Beacon (8.160) and Ajos.

Passing and overtaking is prohibited in the following locations:

Within the Ajos Harbour fairway (8.160), from Inakari Nos 1 and 2 Light Buoys (lateral) (65°38'92N 24°30'33E) to the line of latitude 65°39'50N.

Within the Veitsiluoto Harbour fairway (8.163), from W of Ajoskrunni Itä between the lines of latitude 65°37'80N and 65°40'90N.

UKHO

[NP20-No 26-Wk 30/19]

**Finland - Gulf of Bothnia - Kemi and approaches — Directions; draught**

341

Paragraph 8.163 3 line(s) 8 *For* 7.0 m *Read* 6.8 m

Finnish Notice 9/54/20

[NP20-No 60-Wk 19/20]

**Finland - Gulf of Bothnia - Kemi to Røyttä — Traffic regulations**

342

After Paragraph 8.173 1 line 1 *Insert:***Traffic regulations****8.173a**

- 1 Within the main channel, passing and overtaking is prohibited in the following locations:

In the narrow passage at Keila between T5 Light Buoy (starboard hand) (65°38'13N 24°20'87E) and T7 Light Buoy (port hand) (65°38'46N 24°18'91E):

In the narrow passage at Europa Bend between the line of latitude 65°39'80N and T18 Light Buoy (starboard hand) (65°40'43N 24°11'97E).

N of T27 and T28 Light Buoy (lateral) (65°43'17N 24°10'16E).

UKHO

[NP20-No 27-Wk 30/19]

**Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Grisslehamn — Pilotage**

346

Paragraph 9.17 2 line(s) 1-7 *Replace by:*

- 2 **Pilotage.** Pilots can be obtained from Simpnäsklubb (59°53'57N 19°04'79E) (see *Baltic Pilot Volume 2*) or from the Svartklubben pilots (9.27), 2¼ miles SE of Svartklubben Light (9.13), by incoming vessels, and from Svartklubben when leaving harbour. For full details, see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Swedish Notice 781/14453/19 [NP20-No 43-Wk 50/19]

**Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Svartklubben — Pilotage**

347

Paragraph 9.27 3 line(s) 1-3 *Replace by:*

- 3 The pilot boards in position 60°08'76N 18°52'54E, 2¼ miles SE of Svartklubben Light (9.13) or at 60°11'70N 18°55'00E, 3 miles NE of Svartklubben Light. The pilot also boards 3½ miles NNW of Öregrund (60°20'40N 18°27'60E).

Swedish Notice 781/14453/19 [NP20-No 44-Wk 50/19]

**Sweden - East coast - Gulf of Bothnia - Galtfjärden — Directions; light buoys**

354

Paragraph 9.61 6 line(s) 6-7 *Replace by:*

S of Själgrynnorna (60°09'88N 18°33'25E), an area of islets and foul ground, marked on its SE side by light buoys (starboard hand).

Swedish Notice 829/15357/20

[NP20-No 70-Wk 51/20]

**Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Hargshamn — Pilotage**

354

Paragraph 9.65 1 line(s) 4-8 *Replace by:*

**Pilotage.** Pilots can be obtained from Svartklubben pilots. See 9.27 for further details.

Swedish Notice 781/14453/19 [NP20-No 45-Wk 50/19]

**Sweden - Gulf of Bothnia - Hargshamn — Depth**

354

Paragraph 9.68 1 line(s) 5 *For* 12.0 m *Read* 10.8 m

Swedish Notice 763/14107/19 [NP20-No 28-Wk 32/19]

**Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Hallstavik — Pilotage**

355

Paragraph 9.80 1 line(s) 1-3 *Replace by:*

- 1 Pilots can be obtained from Svartklubben pilots. See 9.27 for further details.

Swedish Notice 781/14453/19 [NP20-No 46-Wk 50/19]

**Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Vaddö Kanal — Pilotage**

357

Paragraph 9.96 1 line(s) 1-4 *Replace by:*

- 1 **Pilotage.** Pilots can be obtained from Simpnäsklubb (59°53'57N 19°04'79E) or from Svartklubben Pilots. See 9.27 for further details.

Swedish Notice 781/14453/19 [NP20-No 47-Wk 50/19]

## NP20

### Sweden - Gulf of Bothnia - Järnashamn — Directions; beacons

429

Paragraph 10.288 1-7 *Replace by:*

- 1 **Description.** Järnashamn (63°26'50N 19°40'00E) lies in a small inlet, entered E of Järnäsudden (63°26'00N 19°39'00E). It affords anchorage, in depths of 4 to 7 m, clay and mud, and is suitable for vessels drawing up to 4.5 m.

**Pilotage.** See 10.262 for information.

- 2 **Directions.** From a position 2½ miles ENE of Storbåden (63°24'60N 19°35'39E) (10.284), the track leads N, passing:

E of Ateliusgrund (63°25'51N 19°40'38E), thence:  
W of a shoal (63°25'68N 19°40'74E) with a depth of 2.5 m, thence:

E of Storklubben, on which stands a beacon (white cairn, red band, 4 m in height) (63°26'10N 19°40'46E).

- 3 From a position close E of Storklubben the track alters NW to pass close SW of a buoy (starboard hand) (63°26'25N 19°40'47E) into the anchorage.

**Useful mark:**

Beacon (lattice mast) on Storhällan (63°25'67N 19°39'84E), a small islet on the W side of the approach to Järnashamn.

**Caution.** The anchorage is restricted and a vessel should lie at fairly short stay.

Swedish Notice 759/14081/19 [NP20-No 7-Wk 29/19]

### Sweden - Gulf of Bothnia - Sikeå — Directions; beacon

446

Paragraph 11.15 2 lines 4-5 *Replace by:*

...WNW, on a line of bearing of a beacon, which stands on...

Paragraph 11.15 4 lines 1-2 *Replace by:*

- 4 When 4 cables from Kungsöhallan, the track leads NNW.

Paragraph 11.15 6 lines 1-3 *Delete*

Swedish Notice 808/14929/20 [NP20-No 64-Wk 25/20]

### Sweden - Gulf of Bothnia - Piteå — Pilotage

448

Paragraph 11.25 2 lines 1-4 *Replace by:*

- 2 For vessels bound for Piteå there are two pilot boarding stations as follows:

2 miles ENE of the main boarding station at Skelleftehamn, in position 64°39'90N 21°29'80E;

2 miles SSE of Leskär Light (11.88), in position 65°06'40N 21°39'60E.

Swedish Notice 788/14588/20 [NP20-No 54-Wk 06/20]

### Sweden - Skelleftehamn - Gåsören to Sörfjärden — Directions; lights

452

Paragraph 11.52 3 lines 5-11 *Replace by:*

...shoals NNE of Nörd-Olsgrundet.

Swedish Notice 751/13791/19 [NP20-No 8-Wk 29/19]

### Sweden - Gulf of Bothnia - Luleå — Directions; leading beacon; speed limit

461

Paragraph 11.117 1 and 2 *Replace by:*

- 1 When about 8 cables NW of Skagsören the track alters NE to enter Tjuvholmsundet. A speed limit of 9 kn applies when navigating through Tjuvholmsundet.

The line of bearing (034.5°) of Sandögrundet Light (white hut on stone pedestal) (65°32'99N 22°11'80E) leads about 1 mile NE through Tjuvholmsundet.

- 2 When 3 cables from Sandögrundet Light the track then alters NW to pass into Gråsjälfjärden, on the E side of which lie the berths for the port of Luleå.

Swedish Notice 760/14077/19 [NP20-No 9-Wk 29/19]

### Sweden - Luleå - Sandöleden — Regulations

463

Paragraph 11.129 4 lines 2-3 *Replace by:*

Vessels greater than 300 gt or 45 m in length are not permitted to pass each other in Sandöleden.

Swedish Notice 785/14546/19

[NP20-No 53-Wk 03/20]

## NP21 Bay of Bengal Pilot (2019 Edition)

### India - East coast - Point Calimere to Coleroon Point — Directions; major light

68

After Paragraph 2.10 3 line 6 *Insert:*

Pūmpukār Light (tower, 30 m in height) (11°08'57N 79°51'32E).

Indian Chart IN32/2002; POLAR F0918

[NP21-No 19-Wk 35/20]

### India - East coast - Cuddalore — Anchorage; terminal

71

Paragraph 2.41 1 line 1 *Replace by:*

- 1 **Anchorage.** An anchorage area (11°38'10N 79°48'84E), radius 200 m, depth 14 m, gravel and shell, for Cuddalore Marine Terminal, is situated 2¼ miles E of the terminal (11°38'39N 79°46'37E).

**Berth.** The terminal consists of a platform and mooring dolphins on a SE/NW axis. A prohibited area containing buoys and pipelines extends W to the shore. A small service jetty extends from the shore.

Indian Notice 3/50/19

[NP21-No 1-Wk 20/19]

**India - East coast - Chennai —  
Arrival information; restricted area**

74

After Paragraph 2.69 *1 Insert:*

**Restricted area.** Owing to submarine cables anchoring is prohibited within an area centred on (13°02'49N 80°21'77E), S of the port.

UKHO

[NP21-No 21-Wk 49/20]

**India - East coast - Kamarajar Port —  
Outer anchorages; pilotage**

77

Paragraph 2.96 *1 line(s) 7-9 Replace by:*

...(2.98) in depths of 25 m, mud and sand. A waiting area is centred on 13°15'00N 80°23'26E.

Paragraph 2.96 *2 line(s) 1-2 Replace by:*

- 2* **Pilotage** is compulsory and available 24 hours a day. Pilots for Major Port board in position 13°12'20N 80°23'10E, and for Minor Port in the anchorage area.

Indian Notice 07/112/20

[NP21-No 15-Wk 19/20]

**India - East coast - Approaches to Chennai -  
Port of Kattupalli — STS area**

78

Paragraph 2.103 *1 lines 3-5 Replace by:*

...anchorage (13°19'28N 80°23'22E) is for dangerous cargo, the S anchorage (13°18'88N 80°23'22E) is unrestricted. A STS area (13°19'70N 80°23'17E) lies farther N.

Indian Notice 1/034/20

[NP21-No 14-Wk 06/20]

**India - East coast - Kattupalli Port —  
Directions; lights**

78-79

Paragraph 2.105 *1-2 Replace by:*

- 1* **Landmark:**  
Radio tower (50 m in height) (13°18'61N 80°20'24E).
- 2* **Approach.** From a position E of the port, in deep water and seaward of the 200 m depth contour, the track leads to a position in the vicinity of 13°17'94N 80°22'87E, at the beginning of the entrance channel to the port.

Paragraph 2.105 *3 lines 1-4 Replace by:*

- 3* **Entrance channel.** From the above position, the track leads WNW through a dredged channel marked by light buoys (lateral), passing:

Indian Notice 19/222/19

[NP21-No 11-Wk 45/19]

**India - East coast - Gangavaram Port —  
Anchorages**

85

Paragraph 2.158 *1 line(s) 1-6 Replace by:*

- 1* Designated anchorages are as follows:  
Examination Anchorage (17°36'58N 83°16'00E);  
Anchorage A (17°35'46N 83°17'41E);  
Anchorage B (17°35'48N 83°15'92E);  
Anchorage C (17°34'27N 83°16'68E);  
Anchorage D (17°34'45N 83°18'50E);  
Anchorage E (17°33'05N 83°15'16E);  
*2* Anchorage F (17°30'37N 83°16'43E);  
Anchorage G (17°30'64N 83°12'58E);  
Anchorage H (17°30'71N 83°08'95E);  
Anchorage I (17°28'36N 83°10'82E);  
Anchorage J (17°27'40N 83°13'10E).

Indian Chart IN3002

[NP21-No 2-Wk 20/19]

**India - East coast - Visakhapatnam — Depths**

87

Paragraph 2.173 *1 line(s) 1-7 Replace by:*

- 1* The following depths are maintained by dredging (see 2.197):  
Outer channel, 22.0 m;  
Approach to the outer turning circle, 21.0 m;  
Outer turning circle, 19.0 m;  
Approach to General Cargo Berth, 20.0 m;  
Inner Channel and inner turning basin, 15.0 m;  
Inner Harbour, from 10.7 to 14.0 m.  
**Caution.** Maintained depths are subject to silting. The port authority should be contacted for the latest information.

Indian Chart IN3012

[NP21-No 3-Wk 20/19]

**India - East coast - Visakhapatnam — Depths**

87

Paragraph 2.173 including existing Section IV Notice Week 20/19 *Replace by:*

- 1* The following depths are maintained by dredging (see 2.197):  
Outer channel, 22.0 m;  
Approach to the outer turning circle, 21.0 m;  
Outer turning circle, 21.0 m;  
Approach to General Cargo Berth, 20.0 m;  
Inner Channel and inner turning basin, 16.1 m;  
Inner Harbour, from 10.7 to 16.1 m.  
*2* **Caution.** Maintained depths are subject to silting. The port authority should be contacted for the latest information.

Indian Notice 23/247/19

[NP21-No 13-Wk 03/20]

# NP21

## India - East coast - Visākhapatnam — Anchorages

87

Paragraph 2.177 2 line(s) 1-10 *Replace by:*

- 2 **Anchorages** exist as follows:  
Naval tanker anchorage (17°44'·20N 83°23'·80E);  
depths 25 to 32 m.  
Lighterage area (17°42'·10N 83°22'·90E); depths 28  
to 40 m.
- 3 Deep Water Naval Anchorage (17°43'·32N  
83°21'·45E); depths from 14 to 26 m.  
Shallow Water Naval Anchorage (17°42'·71N  
83°20'·46E); depths from 13 to 19 m,  
Examination Anchorage (17°42'·04N 83°20'·24E);  
depths from 14 to 24 m.  
SPM Tanker Anchorage (17°37'·06N 83°19'·29E);  
depths around 45 m.
- 4 Petroleum Anchorage I (17°36'·10N 83°23'·48E);  
depths around 54 m.  
Petroleum Anchorage II (17°35'·27N 83°25'·08E);  
depths around 55 m.  
Gas and Explosives Anchorage (17°35'·08N  
83°23'·88E); depths around 54 m.  
See 2.159 for further anchorages at Gangavaram.  
Other vessels should obtain anchorage, within the  
roadstead, clear of the areas described.

Indian Chart IN3012

[NP21-No 4-Wk 20/19]

## India - Approaches to Hugli River - Palmyras Shoals to Bāleshwar Roads — Directions; light

101

After Paragraph 3.74 1 line 3 *Insert:*

### Major lights:

Tajpur Light (white round tower with red bands)  
(21°39'·10N 87°37'·90E).

Indian Notice 14/160/20

[NP21-No 16-Wk 35/20]

## India - Approaches to Hugli River - Palmyras Shoals to The Sandheads — Directions; light

102

After Paragraph 3.87 1 line 11 *Insert:*

Tajpur Light (21°39'·10N 87°37'·90E) (3.74).

Indian Notice 14/160/20

[NP21-No 17-Wk 35/20]

## India - Approaches to Hugli River - The Sandheads to Sāgar Roads — Directions; light

107

After Paragraph 3.102 1 line 10 *Insert:*

Tajpur Light (21°39'·10N 87°37'·90E) (3.74).

Indian Notice 14/160/20

[NP21-No 18-Wk 35/20]

## India - North-east coast - The Sandheads to Matla River - Matla River — Directions; wreck

118

Paragraph 4.13 2 line 5 *Replace by:*

...approach. A wreck (21°26'·00N 88°46'·00E), position  
approximate, lies close W of Dalhousie Sand. With a height  
of eye of 7 m Dalhousie Point...

Indian Notice 4/056/19

[NP21-No 5-Wk 20/19]

## Bangladesh - Pussur River to Sandwip Channel — Directions

121-122

Paragraph 4.47 4-5 *Replace by:*

- 4 Thence the track continues N, passing:  
Clear of a dangerous wreck (22°08'·81N  
91°38'·00E), thence:  
W of the Chattogram outer anchorages, and:  
W of Authority Light Buoy (starboard hand)  
(22°12'·26N 91°38'·62E).
- 5 The track then continues N to a position SE of  
Sandwip Island (4.56).

BNHOC Notice 15/19

[NP21-No 6-Wk 20/19]

## Burma - Gulf of Martaban - Yangon River — Directions; platform

153

Paragraph 6.37 1 *Replace by:*

- 1 This offshore route leads from S of Baragua Point  
(15°43'·70N 95°19'·00E), through the W part of the  
Gulf of Martaban, to the outer fairway of Yangon River  
in the vicinity of the Offshore Pilot Platform (6.41).

Paragraph 6.41 1 lines 5-6 *Replace by:*

Offshore Pilot Platform (16°12'·72N 96°16'·72E)  
(white tower with red stripes on platform).

Paragraph 6.42 *Replace by:*

- 1 From a position S of Baragua Point (15°43'·70N  
95°19'·00E) the track leads E to the vicinity of  
longitude 95°37'·00E. The track then leads NE  
passing:  
SE of Sanda Light Buoy (15°32'·08N 95°37'·80E)  
(6.41). A wreck (15°36'·66N 95°49'·25E), position  
approximate, with a least depth of 10·1 m, lies  
12 miles ENE of the light buoy. Thence:
- 2 SE of Krishna Shoal (15°41'·00N 95°36'·50E).  
Navigation should be conducted in a depth of  
18 m or greater until the shoal has been  
passed. Thence:  
SE of a mud volcano (15°51'·03N 96°00'·73E),  
thence:  
NW of a shoal (15°42'·50N 96°14'·30E) reported  
(1949) with a depth of 9·1 m, thence:
- 3 NW of a dangerous wreck (15°52'·05N  
96°20'·76E), position approximate; another  
dangerous wreck lies 3½ miles SE. Thence:  
SE of a dangerous wreck (15°59'·78N 96°14'·51E).

(Directions continue for the  
Gulf of Martaban at 6.85)



- 4 The track then leads N, passing:  
E of an obstruction (16°02'36N 96°15'70E),  
position approximate, reported (1945), thence:  
Clear of a dangerous wreck (16°09'02N  
96°18'39E), marked with a buoy (can) moored  
close N, thence:  
W of a dangerous wreck (16°09'49N 96°23'87E),  
marked with a buoy (conical) moored close W,  
thence:
- 5 Clear of a dangerous wreck (16°11'09N  
96°19'87E); a spar light buoy is moored  
1 mile E and another dangerous wreck lies  
2 miles farther ENE. Thence:  
Clear of a dangerous wreck (16°11'90N  
96°19'57E), thence:  
To a position E of the Offshore Pilot Platform  
(16°12'72N 96°16'72E) (6.41).

Myanmar Notice 25/19

[NP21-No 7-Wk 30/19]

**Myanmar (Burma) - Gulf of Martaban -  
Yangon River — Description**

154

Paragraph 6.44 1 *Replace by:*

- 1 Yangon River is approached from S through  
Western Channel, which is situated E of Dedaye Flats  
(16°18'66N 96°11'10E), an extensive drying bank  
which fronts the W bank of the river for up to 4 miles  
from the shore, and Thaungatone (Thante) Flats  
(16°27'15N 96°26'10E), a shallow bank which dries  
in extensive areas S and SE of Thante Point  
(16°30'06N 96°23'16E).
- 2 The Yangon River is then entered between Sin Min  
Point (Elephant Point) (16°27'31N 96°19'42E) and  
Thante Point, 4 miles ENE. The lower reaches of the  
river lead 19 miles NNW to Yangon.

Myanmar Notice 33/20

[NP21-No 22-Wk 49/20]

**Burma - Gulf of Martaban -  
Yangon River approaches — Pilotage**

154

Paragraph 6.51 *Replace by:*

- 1 Pilotage is compulsory for all vessels of 200 gt or  
greater; the pilot boarding position is at 16°12'67N  
96°18'21E. Pilots are transferred by motor launch.  
In poor visibility the pilot vessel will sound Morse  
Code letter Z to assist location. A vessel approaching  
the pilot vessel must not pass ahead of the pilot  
vessel and must make a lee for the pilot boat. Further  
details of procedure are contained in *ADMIRALTY List  
of Radio Signals Volume 6(4)*.
- 2 Unauthorised vessels are advised to keep 1 mile  
clear of the Offshore Pilot Platform (16°12'72N  
96°16'72E) (6.41).

Myanmar Notice 25/19

[NP21-No 8-Wk 30/19]

**Burma - Gulf of Martaban -  
Yangon River approaches —  
Directions; platform**

155

Paragraph 6.53 2 lines 2-3 *Replace by:*

Offshore Pilot Platform (16°12'72N 96°16'72E)  
(6.41).

Myanmar Notice 25/19

[NP21-No 9-Wk 30/19]

**Myanmar (Burma) - Gulf of Martaban -  
Yangon River — Directions**

155

Paragraph 6.54 *Replace by:*

- 1 **Caution.** Sounding does not provide a reliable  
indication of position in the approaches to Yangon  
River. Mariners should not attempt to enter the  
Western Channel unless they are confident of their  
position.  
Due to silting, buoys and channels are subject to  
regular movement, particularly Western Channel. The  
chart may not depict the latest location of the deepest  
channel. The port authority should be contacted for  
the latest information.
- 2 **Western Channel.** From the vicinity of the pilot  
boarding position (16°12'67N 96°18'21E), the  
recommended track leads generally N, then NNE, to  
the vicinity of Lower Float Light Buoy (starboard hand)  
(16°17'14N 96°17'80E). The recommended route then  
continues generally NNE to the bar.
- 3 From a position SSE of Mye Saon Sand (6.52) to  
the vicinity E of Sin Min Point (6.44), Western  
Channel is encumbered by wrecks, obstructions and  
drying, shifting banks. The channel is highly  
changeable; no detailed directions can be given. Local  
knowledge is essential.

Myanmar Notice 33/20

[NP21-No 23-Wk 49/20]

**Burma - Gulf of Martaban -  
Yangon River approaches — Pilotage**

156

Paragraph 6.65 *Replace by:*

- 1 Pilotage is compulsory for all vessels over 200gt;  
pilot boards in position 16°12'67N 96°18'21E.  
Unauthorised vessels are advised to keep 1 mile  
clear of the Offshore Pilot Platform (16°12'72N  
96°16'72E) (6.41).  
For further information see *ADMIRALTY List of  
Radio Signals Volume 6(4)*.

Myanmar Notice 25/19

[NP21-No 10-Wk 30/19]

# NP21

## Burma - Port of Yangon — Development; bridge

156

After Paragraph 6.66 1 line 5 *Insert*:

### Development 6.66a

- 1 A bridge (16°46'·16N 96°08'·63E), under construction (2019), spans Thanlyetsoon Point Channel between Sule Wharves (6.74) and MIP Wharves (6.74). The development area is marked by light buoys. The vertical clearance is unknown.

Myanmar Naval Hydrographic Centre Notice 49/2019  
[NP21-No 12-Wk 50/19]

## Myanmar (Burma) - Port of Yangon — Anchorage

157

After Paragraph 6.73 1 line 15 *Insert*:

Kanaung Creek      Liffey Reach  
16°43'·00N 96°12'·30E

Paragraph 6.73 1 lines 18–19 *Replace by*:

CCA      SW of Thanlyetsoon Point  
16°45'·20N 96°11'·90E

GB Chart 833/20      [NP21-No 20-Wk 45/20]

## NP22 Bay of Biscay Pilot (2019 Edition)

### France - West coast - Bay of Biscay - Pointe de Penmarc'h — Directions; wrecks

58

Paragraph 3.12 1 line(s) 6 *Replace by*:

...5 miles, then ESE for 9½ miles, keeping clear of charted wrecks and obstructions, passing:

French Chart 7250 (2020)      [NP22-No 15-Wk 33/20]

### France - Bay of Biscay - Western approaches to Concarneau — Regulations; prohibited anchorage

61

Paragraph 3.33 1 line(s) 2 *For* 1600 gt *Read* 3000 gt

Paragraph 3.33 1 line(s) 8 *Replace by*:

There is no designated waiting anchorage and anchoring is prohibited within the approach channel.

French Chart 7250 (2020); FGSD C23 2.5.2.6  
[NP22-No 16-Wk 33/20]

## France – Anse de Bénodet - Loctudy - L'Odé River — Pilotage

66

Paragraph 3.76 2 lines 4–5 *Replace by*:

Vessels under 6000 tonnes: in position 47°49'·87N  
4°08'·01W for Loctudy and in position 47°50'·58N  
4°06'·05W for Odet.

French Notice 16/50/19      [NP22-No 1-Wk 28/19]

## France - Bay of Biscay - Port Autonome de Bordeaux — Pilotage

190–191

Paragraph 8.17 2 line(s) 1–3 *Replace by*:

- 2 **Boarding.** Pilots normally board about 1½ miles NNE of BXA Light Buoy (8.34) or, for vessels less than 200 m in length, in the vicinity of No 13a Light Buoy...

Paragraph 8.17 3 line(s) 1–5 *Replace by*:

- 3 This service is also available to vessels less than 160 m in length carrying dangerous substances or hydrocarbons only if the Master has visited the port at least three times in the preceding 12 months. Exceptionally, due to sea or weather conditions, vessels less than 120 m in length not carrying dangerous substances or...

French Notice 16/C24 (2019) 4.3.1.3/20  
[NP22-No 13-Wk 21/20]

## France - West coast - Bay of Biscay - La Garonne — Vertical clearance

197

Paragraph 8.76 1 lines 3–5 *Replace by*:

Power cable (km 10) (44°55'·07N 0°32'·87W): 52 m.  
Pont d'Aquitaine suspension bridge (km 5·8)  
(44°52'·79N 0°32'·17W): 52 m.

Paragraph 8.76 2 line 2 *Replace by*:

...(44°51'·50N 0°33'·12W): 53 m when raised,  
6·6 m when lowered.

French Notice 44/60/19      [NP22-No 5-Wk 48/19]

## France - Bay of Biscay - Bassin d'Arcachon — Pilotage

206

Paragraph 8.161 1 line(s) 1–4 *Replace by*:

- 1 Pilotage is regulated for vessels over 50 m in length; see 8.12 for details. Pilot boards in the vicinity of BXA Light Buoy (8.34) for vessels arriving from N or ATT-ARC Light Buoy (8.168) for the others. Request should be made 18 hours before the arrival at the boarding station, except for vessels leaving ports between Lorient and Santander.

Exempted vessels are recommended to use the assistance of a local mariner; see 1.40 for further details. The unofficial pilot can be contacted through Affaires Maritimes giving 12 hours notice.

French Notice 16/C24 (2019) 5.2.1.4/20  
[NP22-No 14-Wk 21/20]

**Spain - Bay of Biscay - Bilbao —  
Vertical clearance**

237

After Paragraph 9.130 1 line 3 *Insert*:

Puente de Róntegui (43°17'·72N 2°58'·45W), a fixed motorway bridge with a vertical clearance of 42 m, spans the river 1 mile upstream from Dársena de Axpe.

ENC ES539412 [NP22-No 11-Wk 10/20]

**Spain - Bay of Biscay - Bilbao —  
Directions; vertical clearance**

240

Paragraph 9.150 6 lines 1-10 *Delete*

ENC ES539412 [NP22-No 12-Wk 10/20]

**Spain - Bay of Biscay -  
Santander — Anchorage; caution**

250

After Paragraph 10.28 1 line 8 *Insert*:

- 2 **Cautions.** Holding in the anchorage is good in sand, except for a narrow, stone tongue, 160 m wide, extending about 6½ cables ENE from Cabo Menor (10.15).

A heavy sea may enter the anchorage during periods of strong N winds. The port advises masters to use their discretion when considering the use of the anchorage.

Spanish Chart 4011; ES SD Num 1  
[NP22-No 6-Wk 50/19]

**Spain - Bay of Biscay -  
Santander — Traffic regulations**

250

Paragraph 10.31 1 including heading *Replace by*:

**Traffic regulations  
10.31**

- 1 **Prohibited area.** The area off Muelle de Albareda is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

**Prohibited anchorage.** Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

- 2 **Air obstruction area.** Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Paragraph 10.32 3 line(s) 3-4 *Delete*

Spanish Chart 4011; ES SD Num 1  
[NP22-No 7-Wk 50/19]

**Spain - Santander - Ensenada de El Sardinero  
— Traffic regulations; prohibited areas;  
prohibited anchorages**

250

Paragraph 10.31 including heading and existing Section IV Notice Week 50/19 *Replace by*:

**Traffic regulations**

**10.31**

- 1 **Prohibited areas.** The area off Muelle de Albareda is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Entry is prohibited into an area (43°28'·78N 3°46'·49W), marked by light buoys (special), centred on a wind turbine.

**Prohibited anchorages.** Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

Anchorage is prohibited in an area centred on 43°28'·86N 3°46'·35W.

- 2 **Air obstruction area.** Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Spanish Notice 38/287/20 [NP22-No 17-Wk 46/20]

**Spain - Bay of Biscay - Santander -  
Ría de Astillero — Regulations**

252

After Paragraph 10.45 1 line 5 *Insert*:

The channel passes close ESE of the E end of a runway at Parayas Airport (10.19); see 10.31 for communication requirements.

Paragraph 10.46 1-2 including heading *Replace by*:

**Spare  
10.46**

Spanish Chart 4011; ES SD Num 1  
[NP22-No 8-Wk 50/19]

**Spain - North coast - Ría de Suances — Wreck**

254

Paragraph 10.66 1 line(s) 2-7 *Replace by*:

...the pilot anchor approximately 3½ cables NE of Punta del Torco de Fuera Light (10.60), bottom sand, good holding.

**Caution.** A dangerous wreck (43°26'·55N 4°02'·21W), marked by a light buoy (isolated danger), lies 2¾ cables E of the light.

- 2 Vessels awaiting suitable conditions to cross the bar anchor in Punta Ballota anchorage (10.73), about 1½ miles W of the light.

Paragraph 10.70 3 line(s) 1 *Replace by*:

- 3 SW of a dangerous wreck (43°26'·55N 4°02'·21W), marked by a light buoy (isolated danger), thence:

Spanish Notice 32/267/19 [NP22-No 4-Wk 38/19]

## NP22

### Spain - Ría de Avilés - Dársena de San Agustín — Directions; wreck

270

After Paragraph 11.35 4 line 8 *Insert*:

- 5 **Caution.** A dangerous wreck lies in position 43°34'·03N 5°55'·29W.

Spanish Notice 2/7/2020 [NP22-No 9-Wk 07/20]

### Spain - North coast - Ría de Ribadeo — Pilotage

276

Paragraph 11.86 *Replace by*:

- 1 **Port operations.** In bad weather the port is closed for commercial ships.

**Outer anchorage.** In fair weather, vessels awaiting the tide to enter harbour, anchor in Ensenada de Arnao, 3¼ cables NNW of the front light of Punta Arroxo Leading Lights (11.90), depth 10 m sand.

Paragraph 11.87 1-2 *Replace by*:

- 1 **Pilotage** is compulsory for vessels of more than 500 tonnes. Pilots board about 2½ cables NE of Isla Pancha Light. See *ADMIRALTY List of Radio Signals Volume 6(1)* for further details.

Ribadeo Pilots [NP22-No 2-Wk 28/19]

### Spain - North coast - Ensenada de San Cibrao - San Cibrao — Pilotage

279-280

Paragraph 11.118 1 line(s) 5-9 *Replace by*:

...and receive instructions.

Pilot boards in the following positions:

43°43'·53N 7°26'·91W for vessels less than 10 000 gt;

43°44'·50N 7°26'·32W for vessels more than 10 000 gt or carrying dangerous goods.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for details.

Spanish Notice 3/SDO No 2 Page 59/20  
[NP22-No 10-Wk 08/20]

### Spain - North coast - Ría de Viveiro — Anchorage

282

Paragraph 11.133 1 lines 1-3 *Replace by*:

- 1 A bad weather anchorage (43°44'·21N 7°35'·85W), for vessels under 10 000 gt, depths from 18 to 50 m, lies NE of Punta Socastro (11.131).

Spanish Notices 30/253 & 254/19  
[NP22-No 3-Wk 35/19]

## NP23 Bering Sea and Strait Pilot (2019 Edition)

### United States of America - Alaska - Alaska Peninsula - Cape Kumlik - Sutwik Island - Foggy Cape — Wreck

137

Paragraph 5.41 3 line(s) 1-3 *Replace by*:

- 3 An isolated shoal patch (56°30'·62N 156°58'·37W) with a depth of 10·4 m (34 ft) is situated 1½ miles S of Foggy Cape and a dangerous wreck (56°29'·47N 157°01'·09W) is situated 3 miles SSW of Foggy Cape.

US Notice 11/16568/20 [NP23-No 4-Wk 17/20]

### United States of America - Aleutian Islands - Atka Island — Wreck

219

Paragraph 7.29 1 line(s) 10 *Replace by*:

...this rock. A stranded wreck, reported (2019), lies approximately ½ mile ENE of the rock.

US Notice 21/16480/19 [NP23-No 1-Wk 40/19]

### Russia - Bering Sea - Anadyrskiy Gulf - Port Provideniya — Pilotage

380

Paragraph 12.87 1 line 4 *Replace by*:

...favourable weather. Pilots board in position 64°22'·80N 173°21'·90W. Request for pilotage and tug...

Russian Notice 23/2883/19 [NP23-No 2-Wk 40/19]

### Russia - Siberia - Kolyuchinskaya — Nature reserve

396

After Paragraph 13.28 4 line 5 *Insert*:

**Nature Reserve.** Kolyuchinskaya Guba lies within the Beringiya National Park. The N limit of the park lies at the entrance to Kolyuchinskaya Guba between 67°06'·37N 174°42'·97W and 67°04'·21N 174°34'·70W.

Russian Notice 49/5681/19 [NP23-No 3-Wk 02/20]

## NP24 Black Sea and Sea of Azov Pilot (2019 Edition)

### Turkey - Çanakkale Boğazı - İntepe Liman — Anchorage

72

Paragraph 2.29 2 line(s) 1-5 *Replace by*:

- 2 **Anchorage.** Emergency anchorage (40°01'·42N 26°17'·52E) may be obtained for all types of vessels in an emergency, and for military vessels at any time, in depths of 25 to 68 m. Dangerous underwater rocks (40°00'·76N 26°16'·46E) and two mooring buoys lie in the SW area of the anchorage. A submarine power cable passes close to the N boundary of the area.

Turkish Notice 46/218/19 [NP24-No 10-Wk 51/19]



**Turkey - Çanakkale Boğazı -  
İnce Burnu — Anchorages**

79

Paragraph 2.78 1 lines 1-13 *Replace by:*

- 1 **Caution.** Anchoring and fishing are prohibited in an area (40°29'53N 27°01'00E) surrounding a natural gas pipeline and submarine cable extending SE from a position WSW of Zerdali Deresi (40°33'20N 26°58'70E).

Paragraph 2.78 2 line 8 *Replace by:*

The area lies within Gelibolu port limits.

Turkish Notice 50/235/19 [NP24-No 11-Wk 04/20]

**Turkey - Marmara Denizi -  
İnce Burnu — Anchorages**

79

Paragraph 2.78 1-2 including existing Section IV Notice Week 04/20 *Replace by:*

- 1 **Anchorage area No 4** centred on 40°31'20N 26°54'53E with a maximum depth of 31 m in the E part, sand and stones between Doğanarslan Bankı (2.56) and İnce Burnu.

**Caution.** Anchoring and fishing are prohibited in an area (40°29'53N 27°01'00E) surrounding a natural gas pipeline and submarine cable that extend SE from a position WSW of the mouth of Zerdali Deresi (40°33'20N 26°58'70E).

**Anchorage area No 5** centred on 40°28'77N 26°47'67E lies close W of Doğanarslan Bankı. A wreck lies in the W part of the anchorage.

**Caution.** A submarine power cable lies close S of the anchorage.

- 2 **Anchorage area No 6** centred on 40°35'06N 27°05'13E, an explosives and quarantine anchorage, with depths of 10 to 47 m, mud between İnce Burnu and Eriklice Burnu (2.56) 9½ miles ENE.

An outfall, marked by a light buoy (special), extends SSE for 7 cables from the coast inshore of the anchorage in position 40°35'61N 27°04'72E.

All three anchorage areas lie within Gelibolu port limits.

Turkish Notice 50/235/19 [NP24-No 13-Wk 05/20]

**Turkey - Marmara Denizi -  
Bandırma Körfezi — Directions; buoy**

87

Paragraph 2.136 2 lines 1-2 *Replace by:*

- 2 SSE of Mola Bankı (40°26'40N 28°06'00E).  
This rock,...

Turkish Notice 30/145/19 [NP24-No 2-Wk 40/19]

**Turkey - Marmara Denizi - Bandırma Körfezi -  
Mola Bankı — Directions; buoy**

87

Paragraph 2.136 2 line(s) 1-8 including existing Section IV Notice Week 40/19 *Replace by:*

- 2 SSE of Mola Bankı (40°26'40N 28°06'00E), marked by a light buoy (S cardinal). This rock, which is awash but difficult to see, is separated from Halı Adası by a channel about 3 cables wide with depths of between 22 and 31 m. A bank, with a least depth of 3-8 m, extends 6 cables W and 3 cables SW from the rock. Thence:

Turkish Notice 12/42/20 [NP24-No 25-Wk 17/20]

**Turkey - Marmara Denizi - Ambarlı Limanı —  
Outer anchorages**

94-95

Paragraph 2.210 1-2 *Replace by:*

- 1 Designated anchorages are situated as follows:  
No 1 Anchorage (40°59'50N 28°34'50E), for vessels less than 1600 gt. Anchoring is prohibited within 4 cables of the coast.  
No 2 Anchorage (40°57'40N 28°33'30E), for naval vessels. An outfall pipeline lies close NW of the anchorage area.  
No 3 Anchorage (40°56'70N 28°36'50E).  
Explosives and quarantine anchorage.  
2 No 4 Anchorage (40°56'40N 28°38'70E), for vessels carrying non-dangerous cargo over 1600 gt.

Anchoring is prohibited within 500 m of the gas pipeline which lands to the W of the oil berths.

Diving is prohibited from a position on the shore, 1½ miles WNW of Baba Burnu (2.183), to a position 3 miles S, then E to a position 7 cables S of Değirmen Burnu, thence to the shore.

ENC TR402926 (5.001) [NP24-No 24-Wk 15/20]

**Turkey - Marmara Denizi -  
İzmit Körfezi — Anchorages**

97

Paragraph 2.226 6 line(s) 3-5 *Replace by:*

Vessels carrying non-dangerous cargo and naval vessels: centred on 40°41'24N 29°19'31E, 3 miles WSW.

Explosives and quarantine anchorage: centred on 40°41'80N 29°20'96E, 1½ miles W.

Turkish Notice 44/208/19 [NP24-No 9-Wk 50/19]

**Turkey - İzmit Körfezi - Hereke — Anchorages**

97

Paragraph 2.233 2 *Replace by:*

- 2 Further anchorage areas, soft mud with fair holding ground, lie WNW of Yarımca-Tütünçiftlik Industrial complex (40°44'63N 29°45'68E), centred on:

## NP24

40°45'·82N 29°38'·28E (for vessels carrying non-dangerous goods);  
40°45'·76N 29°40'·48E (explosives and quarantine);  
40°46'·40N 29°38'·50E (explosives).

Turkish Notice 31/143/19 [NP24-No 5-Wk 46/19]

### Turkey - İstanbul Boğazı - Kadıköy— Outfall pipe

103

Paragraph 2.292 3 line 3 *Replace by:*

...29°01'·30E). An outfall pipe is situated in the NE part of the anchorage area.

Turkish Notice 37/173/19 [NP24-No 4-Wk 43/19]

### Turkey - Black Sea - Şile — Anchorages; pipeline

121

Paragraph 3.21 3 line 4 *Replace by:*

...anchorage. A submarine pipeline extends into the SW corner of the W anchorage.

Turkish Notice 36/170/19 [NP24-No 3-Wk 42/19]

### Turkey - Black Sea - Bartın Limanı to Kurucası Burnu — Directions; ODAS buoy

127

Paragraph 3.86 3 *Replace by:*

- 3 Clear of an ODAS buoy (41°51'·56N 32°34'·57E), thence:

To a position NNW of Kurucası Burnu Light (white concrete tower, 8 m in height) (41°50'·80N 32°43'·00E), which stands on Kurucası Burnu, a narrow promontory extending 5 cables from the general line of the coast. Kurucası harbour lies close E of the point.

Turkish Notice 41/134/20 [NP24-No 36-Wk 50/20]

### Turkey - Black Sea - Usta Burnu to Boztepe Burnu — Directions; ODAS buoy

130

Paragraph 3.115 1-3 *Replace by:*

- 1 From a position N of Usta Burnu (41°58'·50N 34°29'·50E), the coastal passage to Boztepe Burnu leads ENE, passing:

- 2 NNW of Bahçeli Kayaları (41°57'·30N 34°42'·00E) (3.112), thence:

To a position N of İnceburun Light (42°05'·79N 34°56'·68E), standing on a point which is sharp, rocky and reddish in colour. Thence the track leads ESE, passing:

Clear of an ODAS buoy (42°05'·62N 35°11'·11E), thence:

- 3 To a position NNE of Boztepe Burnu Light (white stone tower and dwelling, 4 m in height) (42°01'·17N 35°12'·45E), standing on the E extremity of Boztepe Yarımadası. This peninsula can be identified by its flat summit and, except towards the isthmus, its steep sides. From N, the isthmus, on which stands the town of Sinop (3.124), is scarcely visible and the peninsula appears as an island.

Turkish Notice 41/134/20 [NP24-No 37-Wk 50/20]

### Turkey - Usta Burnu to İnce Burun - Ayancık — Anchorage

131

Paragraph 3.117 2 line(s) 1-10 *Replace by:*

- 2 **Anchorage.** Designated areas are as follows:  
Anchorage No 1 (41°58'·41N 34°31'·74E), for vessels carrying non-dangerous cargoes and naval vessels.

Anchorage No 2 (41°58'·08N 34°34'·03E), for vessels carrying non-dangerous cargoes wishing to anchor long term.

Anchorage No 3 (41°57'·67N 34°36'·93E), quarantine anchorage and for vessels with dangerous cargoes, nuclear vessels and vessels waiting to gas-free.

**Caution.** A submarine pipeline, extending 1 mile NNW from Ayancık Çayı, and a stranded wreck (41°58'·03N 34°35'·19E), marked by a light buoy (isolated danger), lie between anchorage Nos 2 and 3.

**Pilotage.** The pilot boarding position (41°58'·96N 34°30'·33E), lies 7½ cables ENE of Usta Burnu Light.

Turkish Notice 06/20/20; ENC TR300122

[NP24-No 20-Wk 12/20]

### Turkey - Samsun Körfezi to Yasun Burnu - Fatsa Körfezi — Anchorage

135

Paragraph 3.168 1-2 *Replace by:*

- 1 **Position and function.** The town of Fatsa (41°02'·42N 37°28'·98E), stands on the SW side of Fatsa Körfezi, 2 miles SSE of Kireççi Burnu.

The port handles bulk and general cargoes.

- 2 **Anchorage.** Area No 1 (41°05'·07N 37°28'·35E), an unrestricted anchorage, is situated NNW of Kireççi Burnu. A buoy (special) (41°04'·82N 37°27'·58E) is moored in the SW part of the anchorage. A second buoy (special) is moored 1½ cables farther SSW.

Area No 2 (41°02'·94N 37°34'·61E), a quarantine anchorage and for vessels carrying dangerous cargoes, nuclear powered vessels and for vessels wanting to gas-free, lies 4½ miles ESE of Kireççi Burnu. A submarine pipeline, extending about 8 cables N from the shore, lies close W of the anchorage.

**Pilotage** is compulsory for foreign-flagged vessels over 500 gt; the pilot boards in position 41°04'·00N 37°31'·50E, 7½ cables ENE of Fatsa Feneri Light.

Turkish Notice 06/19/20; ENC TR401322

[NP24-No 21-Wk 12/20]

## Turkey - Black Sea - Görele — Anchorages

139

Paragraph 3.203 2 line(s) 1-6 *Replace by:*

- 2 **Anchorages.** Designated anchorage areas are as follows:

- No 1 Anchorage (41°02'90N 39°01'80E) for naval vessels and vessels not carrying dangerous cargo below 5000 gt. A submarine pipeline extends 8 cables NE from the main breakwater, terminating near the W limit of No 1 Anchorage.  
No 2 Anchorage (41°02'60N 38°58'52E) for vessels not carrying dangerous cargo over 5000 gt.

Turkish Notice 51/239/19; ENC TR401333

[NP24-No 12-Wk 05/20]

## Georgia - Black Sea - Bat'umi — Pilotage

146

Paragraph 3.273 1 lines 1-6 *Replace by:*

- 1 **Pilotage** is compulsory for all vessels entering or leaving harbour. Pilots are available 24 hours and should be ordered 24 hours, and confirmed 2 hours, before arrival. Pilots board as follows:

In good weather, in position 41°40'08N 41°38'14E.

In bad weather, in the inner roads.

For Berth No 1 (3.282) only, in position 41°40'80N 41°39'00E.

Georgian Notice Circular 04/3/20

[NP24-No 32-Wk 38/20]

## Georgia - Black Sea - P'ot'i — Anchorages

149

Paragraph 3.303 1 lines 2-5 *Replace by:*

Anchorage Area No 200 (42°11'30N 41°36'71E), tankers;

Anchorage Area No 300 (42°09'50N 41°36'50E), bulk carriers. A wreck (42°09'73N 41°36'29E) lies in the anchorage area. A second wreck (42°09'87N 41°35'78E) lies close to the W boundary of the anchorage.

ENC GE410325 (5.001)

[NP24-No 23-Wk 15/20]

## Turkey - Black Sea - Karaburun - Dalyan Burnu to Kuru Burnu — Prohibited area

154

After Paragraph 4.12 2 line 5 *Insert:*

NE of a prohibited area (4.14a), thence:

Turkish Notice 32/095/20

[NP24-No 33-Wk 39/20]

## Turkey - Black Sea - Istanbul Airport Fuel Supply Terminal — Prohibited area; development

154

After Paragraph 4.14 *Insert:*

## Arrival Information

## 4.14a

- 1 **Prohibited area.** The terminal lies within an area (41°19'95N 28°47'20E) extending up to 2 miles from the coast into which entry is prohibited.

## Harbour

## 4.14b

- 1 **Development.** Extensive construction works are in progress (2020) in the vicinity of the port. Unauthorised entry to the area under development is prohibited.

Turkish Notice 32/095/20

[NP24-No 34-Wk 39/20]

## Bulgaria - Burgaski Zaliv - Approaches to Burgas — Directions; rock

157

Paragraph 4.39 1 lines 1-8 *Replace by:*

- 1 From a position in the Traffic roundabout (42°29'00N 28°05'00E), the E approach route to Burgas leads W for about 16 miles by way of a TSS (4.36), through waters clear of charted dangers, to the traffic roundabout (42°29'00N 27°42'00E) at the entrance of the inner part of Burgaski Zaliv. Within the roundabout there are multiple rocks and a dangerous wreck. The shoalest of these dangers is a rock (42°29'39N 27°40'83E), depth 13 m. The roundabout is generally deep, but shoals of 11 m exist in the NW of the roundabout and near Ostrov Sveti Ivan (4.38).  
(Directions continue for the Port of Burgas at 4.62)

Paragraph 4.40 1 lines 1-6 *Replace by:*

- 1 From a position in the Traffic roundabout centred 3 miles SE of Nos Emine (42°42'07N 27°54'00E) (4.38), the NE approach route to Burgas leads SW for 15 miles through the TSS, passing:

Bulgarian Notice 2/7/20

[NP24-No 30-Wk 32/20]

## Bulgaria - Burgaski Zaliv - Burgas — Pilotage

160

Paragraph 4.57 1 lines 1-7 *Replace by:*

- 1 Pilotage is compulsory for all vessels over 100 gt. Pilots are embarked in the following positions:  
Burgas Inner (42°28'50N 27°32'00E); for draught less than 13.5 m;  
Burgas Outer (42°29'00N 27°39'00E), for draught more than 13.5 m;  
No 2 (42°39'77N 27°56'80E).  
They are available 24 hours and should be ordered at least 2 hours in advance through the agent.

Bulgarian Notice 2/6/20

[NP24-No 29-Wk 32/20]

# NP24

## Bulgaria - Burgas - Burgaski Zaliv — Directions; rock

160

Paragraph 4.63 1 lines 1–4 *Replace by:*

- 1 From a position in the Traffic roundabout (42°29'00N 27°42'00E), the route through the outer harbour leads W for about 7 miles by way of a TSS, passing:

Clear of a rock (42°29'39N 27°40'83E) with a depth of 13 m, thence:

Bulgarian Notice 2/7/20 [NP24-No 31-Wk 32/20]

## Bulgaria - Black Sea - Varna — Anchorage; obstruction

162

Paragraph 4.83 2 line(s) 3 *Replace by:*

...April, lies S of Evksinograd Zaliv (4.85). A lost anchor and chain (43°12'04N 27°58'61E) lies towards the S of the area. An area...

Bulgarian Notice 1/1/20 [NP24-No 27-Wk 29/20]

## Bulgaria - Black Sea - Varna — Pilotage

163

Paragraph 4.93 2 line(s) 2–3 *Replace by:*

...vessels over 100 gt. Pilots embark in position 43°11'34N 27°57'41E.

Bulgarian Notice 3/9/19 [NP24-No 1-Wk 37/19]

## Bulgaria - Approaches to Varna — Prohibited anchorage

164

After Paragraph 4.94 4 line 6 *Insert:*

Area No 339 (43°13'87N 28°16'88E), 2¾ cables either side of the cable extending 20 miles SE from Balchik (4.118).

UKHO [NP24-No 28-Wk 30/20]

## Ukraine - Chornomorsk — Directions; leading lights

199

Paragraph 6.42 2 lines 1–6 *Replace by:*

- 2 **Leading lights:**  
Front light (white rectangle, black stripe on black 4-sided metal framework tower, 34 m in height) (46°19'44N 30°39'23E).  
Middle light (similar structure, 28 m in height) (1 cable from front light).  
Rear light (similar structure, 29 m in height) (5 cables from front light).

Ukrainian Notice 35/603/20 [NP24-No 35-Wk 47/20]

## Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Name

204

Paragraph 6.79 1 line 1 *Replace by:*

- 1 Port Yuzhnyy (Port Pivdennyi) (46°36'91N 31°01'21E) is situated on...

GB Chart 2202 [NP24-No 14a-Wk 05/20]

## Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Depth

204

Paragraph 6.83 1 lines 2–3 *Replace by:*

...dredged to 19.0 m (2019).

The basins have dredged depths from 13 to 19 m (2019). Contact the Port Authority for the latest depth information.

GB Chart 2202 [NP24-No 14b-Wk 05/20]

## Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Obstructions

205

Paragraph 6.86 1 line(s) 2 *For* 46°31'00N 30°58'00E *Read* 46°31'00N 30°58'05E

GB Charts 2202 & 2212 [NP24-No 15a-Wk 05/20]

## Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Obstructions

205

Paragraph 6.86 2 lines 1–6 *Replace by:*

- 2 Area No 357 (46°34'80N 31°03'40E) has seven berths for dry cargo vessels up to 170 m LOA. Depths from 12 to 22 m, mud, sand and shell. Obstructions lie close NW and SW of anchorage position No 16.

GB Charts 2202 & 2212 [NP24-No 15b-Wk 05/20]

## Ukraine - Black Sea - Port Yuzhnyy — Anchorage

205

After Paragraph 6.86 3 line 7 *Insert:*

Area No 359 (46°33'61N 31°15'02E). Depths from 12 to 15 m. Obstructions lie within the anchorage, in positions 46°33'82N 31°13'19E and 46°33'99N 31°15'68E.

ENC UA5ECF65 & UA5ECF66 [NP24-No 6-Wk 47/19]

## Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Obstructions

205

Paragraph 6.86 3 including existing Section IV Notice Week 47/19 *Replace by:*

- 3 Area No 358 (46°34'00N 31°07'00E). Eight berths for dry cargo vessels; Nos 21 and 25 are quarantine anchorages. Depths from 16 to 18 m, mud and shell. Obstructions lie within the area.



Area No 359 (46°33'·61N 31°15'·02E). Depths from 12 to 15 m. Obstructions lie within the anchorage, in positions 46°33'·82N 31°13'·19E and 46°33'·99N 31°15'·68E.

GB Charts 2202 & 2212 [NP24-No 15c-Wk 05/20]

**Ukraine - Black Sea -  
Port Yuzhnyy (Port Pivdennyi) — Harbour**

205

Paragraph 6.89 1-3 *Replace by:*

- 1 The harbour comprises a S and N area connected by a dredged channel.

GB Chart 2202 [NP24-No 16-Wk 05/20]

**Ukraine - Black Sea -  
Port Yuzhnyy — Anchorages**

207

Paragraph 6.100 including heading *Replace by:*

**Spare  
6.100**

ENC UA5ECF66 [NP24-No 7-Wk 47/19]

**Black Sea - Crimean Peninsula -  
Ozero Donuzlav — Submarine cable**

231

Paragraph 6.327 3 lines 1-3 *Replace by:*

- 3 **Caution.** An obstruction with a depth of 11·8 m and a submarine cable are located in the NW part of area No 381.

HYDROLANT 3315/19(55) [NP24-No 8-Wk 47/19]

**Russia - Black Sea - Bukhta Tuapse to  
Mys Uch-Dere — Directions; marine farm**

261

After Paragraph 7.169 2 line 4 *Insert:*

SW of a marine farm (43°40'·05N 39°31'·85E),  
thence:

Russian Notice 44/4084/20 [NP24-No 38-Wk 52/20]

**Russia - Black Sea - Sochi to Mys Pitsunda —  
Directions; marine farm**

264

After Paragraph 7.194 1 line 7 *Insert:*

NE of a marine farm (43°28'·20N 39°44'·65E),  
thence:

Russian Notice 44/4085/20 [NP24-No 39-Wk 52/20]

**Ukraine - Black Sea - Kerch Strait -  
Kerch-Yenikal Channel — Vertical clearance**

272

Paragraph 8.15 1 lines 1-8 *Replace by:*

- 1 **Kerch Strait Bridge** crosses the Kerch-Yenikal Channel (45°18'·52N 36°30'·50E) from Kosa Tuzla (8.67) to the vicinity of Mys Ak-Burun (8.64). The bridge has a vertical clearance of 35 m and a navigable width of 185 m.

Ukrainian Notice 19/348/20 [NP24-No 26-Wk 25/20]

**Russia - Black Sea - Kerch Strait -  
Port Taman' — Directions**

274

Paragraph 8.43 including heading *Replace by:*

**Entrance Channel  
8.43**

- 1 **Port Taman' Leading Lights:**  
Front light (white tower, black stripe, 8 m in height) (45°07'·10N 36°36'·44E).  
Rear light (similar structure, 20 m in height) (7 cables from front light).

From the pilot boarding position for Terminals 2 and 3 the track leads N on the alignment (000°) of these lights, to the vicinity of two light buoys marking the starting points of the two recommended routes to the berths.

- 2 **TPC Leading Lights:**  
Front light (white rectangle, red stripe, 10 m in height), (45°07'·46N 36°40'·48E).  
Rear light (similar structure, 15 m in height) (5½ cables from front light).

From the vicinity of the S light buoy (safe water) (45°06'·01N 36°36'·58E) the alignment (062·4°) of these lights leads ENE through a channel marked by light buoys (lateral) to the berths.

- 3 From the vicinity of the N-most light buoy (safe water) (45°06'·44N 36°36'·58E), Recommended Route No 69 leads ENE to the berths, through a channel marked by a single pair of light buoys (lateral) and within the white sector (057°-067°) of a light (45°07'·93N 36°40'·55E).

- 4 **Cautions.** The tracks pass close to banks, obstructions, a disused spoil ground and wrecks. Temporary aids to navigation are positioned as work continues, mariners should contact the harbour authorities for the latest information.

Russian Notice 6/673/20 [NP24-No 17-Wk 10/20]

**Black Sea - Kerch-Yenikal Channel —  
Anchorage**

277

Paragraph 8.68 5 lines 4-5 *Delete*

UKHO [NP24-No 18-Wk 10/20]

# NP24

## Black Sea - Kerch-Yenikail Channel — Anchorage

280

Paragraph 8.77 1 lines 1-7 *Delete*

UKHO [NP24-No 19-Wk 10/20]

## Russia - Sea of Azov - Port Temryuk — Anchorages

292

Paragraph 8.175 2 line(s) 3-4 *Replace by:*

...of Temryukskiy Light Buoy (safe water) (45°21'·29N 37°20'·39E). A seventh berth lies 8 cables N of the buoy, and outside the harbour limits. Anchor berths 8 and 9 are situated about 2 miles N of the buoy.

Russian Notice 9/1056/20 [NP24-No 22-Wk 13/20]

## NP25 British Columbia Pilot Volume 1 (2019 Edition)

### Canada - Regulations — Protection of environment; bird sanctuaries; reserves

12

After Paragraph 1.93 1 line 11 *Insert:*

**Bird Sanctuaries.** Under the *Migratory Birds Convention Act, 1994*, the Canadian Wildlife Service of Environment Canada is the agency responsible for Migratory Bird Sanctuaries (MBS), which prescribe rules and prohibitions regarding migratory birds and their habitat. See [www.canada.ca](http://www.canada.ca) for further details.

After Paragraph 1.93 2 line 4 *Insert:*

**Ecological reserves** are established by the Province of British Columbia to protect unique features, or rare, endangered or sensitive species or habitats.

UKHO [NP25-No 8-Wk 50/20]

### Canada - Esquimalt and Victoria Harbours — Restricted areas; prohibited anchorages; degaussing range; nature reserve

69

Paragraph 2.96 2 line(s) 1-8 *Replace by:*

- 2 **Restricted areas.** A Controlled Access Zone is located within Esquimalt Harbour and its approaches, including the anchorages in Royal Roads. Buoys and booms may be deployed within these zones subject to security requirements. See *Notice No 43 Canadian Notices to Mariners (Annual Edition)* and 1.95
- 3 **Prohibited anchorages.** Unless authorised by the harbour master, anchoring is prohibited in most areas of the harbours and their approaches, except in the designated anchorages; see 2.110.

### Degaussing range 2.96a

- 1 A degaussing range is located in an area centred on 48°24'·60N 123°26'·95W. Fishing is prohibited.

### Marine nature reserves 2.96b

- 1 Victoria Harbour Bird Sanctuary (Victoria Harbour Refuge D'oiseaux) comprises Victoria Harbour and adjacent coastline from Macaulay Point (2.99) to Cadboro Point (5.60). See 1.93.

UKHO [NP25-No 9-Wk 50/20]

### Canada - Vancouver Island - Esquimalt Harbour - Inskip Island — Directions; leading lights

72

Paragraph 2.114 1 line(s) 1-11 *Replace by:*

- 1 **Inskip Island Leading Lights:**  
Front light (white trapezium, red vertical stripe, on square framework tower) (48°26'·52N 123°26'·34W), standing on a reef extending S from the SW extremity of Inskip Island.  
Rear light (white trapezium inverted, red vertical stripe, on square framework tower) (½ cable from front light).  
From a position SW of Scroggs Rocks Light (2.100), the alignment (014°) of these lights, visible on the leading line only, leads NNE through the entrance into the harbour, passing:

Canadian Western Notice 8/3313/19; 8/Light list correction page 29/19 [NP25-No 2-Wk 41/19]

### Canada - Victoria Harbour — Arrival information; prohibited areas; anchorages

74

After Paragraph 2.127 2 line 2 *Insert:*

**Prohibited areas.** Navigation under sail is prohibited in all waters of Victoria Harbour N of a line drawn between Shoal Point Light (2.134) and Berens Island Light (2.134), to the Selkirk Trestle Bridge (2.123).

For prohibited anchorages and further regulations See 2.96.

UKHO [NP25-No 10-Wk 50/20]

### Canada - Victoria Harbour — Basins and berths; anchorages

75

Paragraph 2.139 1-3 *Replace by:*

- 1 Anchorage is only available in the designated outer anchorages in Royal Roads with permission of a harbour official. See 2.110.

UKHO [NP25-No 11-Wk 50/20]

**Canada - Vancouver Island -  
Saanich Inlet — Platform**

**165**

After Paragraph 5.148 1 line 5 *Insert*:

**Hazards**

**5.148a**

- 1 **Floating platform.** A floating science platform (lit) (48°37'33N 123°29'93W), position approximate, is moored in the centre of Saanich Inlet. Moorings extend 300 m outwards from the platform, mariners should pass well clear in order avoid interactions with the mooring lines.

Canadian Western Notice 03/PAC 201 Ch 6 2.55.1/20  
[NP25-No 5-Wk 19/20]

**Canada - Vancouver Island -  
Saanich Inlet — Directions; platform**

**165**

After Paragraph 5.152 3 line 8 *Insert*:

Clear of a floating platform (48°37'33N 123°29'93W) (5.148a), thence:

Canadian Western Notice 03/PAC 201 Ch 6 2.55.1/20  
[NP25-No 6-Wk 19/20]

**Canada - Strait of Georgia - Nanaimo -  
Dodd Narrows — Vertical clearance**

**173**

Paragraph 5.222 1 line(s) 1-2 *Replace by*:

- 1 Overhead power cables, with a vertical clearance of 45 m, span the narrows at mid-length.

Canadian Western Notice 03/3475/20  
[NP25-No 7-Wk 19/20]

**Canada - Vancouver Island -  
Nanaimo — Pilotage**

**211**

Paragraph 6.175 1 line(s) 1-4 *Replace by*:

- 1 Pilotage is compulsory, see 1.44.

Canadian Western Notice 8/3447/19  
[NP25-No 3-Wk 41/19]

**Canada - Desolation Sound east side -  
Lancelot Inlet — Anchorages; wreck**

**251**

Paragraph 7.210 1 line(s) 3 *Replace by*:

...in a depth of about 20 m, keeping clear of a wreck (50°04'93N 124°43'18W).

Canadian Western Notice 7/3312/19  
[NP25-No 1-Wk 38/19]

**Canada - Barkley Sound - Trevor Channel —  
Directions; light sector**

**330**

Paragraph 10.32 1 line(s) 1-6 *Replace by*:

- 1 From a position in the vicinity of (48°47'11N 125°17'70W), about 3 miles W of Cape Beale (2.21), the track leads ENE, at night in the white sector (068.5°-072.5°) of Trevor Channel Entrance Light (white round tower) (48°48'73N 125°10'91W), exhibited from an islet NE of Cape Beale, passing:

Canadian Western Notice 11/3671/19  
[NP25-No 4-Wk 02/20]

**NP26 British Columbia Pilot Volume 2  
(2017 Edition)**

**Canada — Regulations**

**10**

Paragraph 1.85 including heading *Replace by*:

**Protection of the environment**

**1.85**

- 1 **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act* (SARA). *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

- 2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

- 3 **Ballast water Control and Management Regulations** as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

- 4 **National Wildlife Areas (NWAs)** are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

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5 **Marine Protection Areas** (MPAs) have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also [www.parkscanada.gc.ca](http://www.parkscanada.gc.ca).

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see [www.notmar.gc.ca](http://www.notmar.gc.ca).

Paragraph 1.86 including heading *Replace by*:

### Spare 1.86

Canadian Eastern Notice 3/306/19 Section A2  
[NP26-No 10-Wk 17/19]

#### Douglas Channel - Gertrude Point — Directions; light

112

Paragraph 3.153 2 lines 4-6 *Replace by*:

E of Gertrude Point (53°37'92N 129°13'93W), thence:

Canadian Western Notice 2/3977/17  
[NP26-No 1-Wk 22/17]

#### British Columbia - Approaches to Prince Rupert - Chatham Sound — Directions; ODAS

136

After Paragraph 4.65 4 line 7 *Insert*:

Clear of a submerged ODAS (54°15'80N 130°46'75W), depth 13 m, thence:

Canadian Notice 03/3957/20 [NP26-No 17-Wk 19/20]

#### Prince Rupert — Port information

137

After Paragraph 4.70 1 line 3 *Insert*:

*Port Information Guide Prince Rupert* is available at the following website:  
[www.rupertport.com/operations/port-information-guide](http://www.rupertport.com/operations/port-information-guide)

Port Information Guide Prince Rupert  
[NP26-No 11-Wk 33/19]

#### Prince Rupert — Port information; under-keel clearance

137

After Paragraph 4.72 2 line 3 *Insert*:

#### Under-keel clearance 4.72a

1 Within the port of Prince Rupert, a vessel's UKC should not be less than 10% of its maximum draught unless prior permission has been obtained from the port authority.

For further information see *Port Information Guide Prince Rupert* (4.70).

Port Information Guide Prince Rupert  
[NP26-No 12-Wk 33/19]

#### Prince Rupert Harbour — Pilotage

138

Paragraph 4.79 1 line 1 *Replace by*:

1 Pilotage is compulsory for vessels over 350 gt. Pilots board in the following areas:

Port Information Guide Prince Rupert  
[NP26-No 13-Wk 33/19]

#### Prince Rupert Harbour — Regulations

138

After Paragraph 4.79 3 line 6 *Insert*:

#### Traffic regulations 4.79a

1 **Fairview Channel.** Within the main channel to the inner harbour, normally only one deep sea vessel will transit at any one time. Outbound vessels have priority for the channel.

**Porpoise Channel.** The following restrictions apply for deep sea vessels entering Porpoise Channel:

Transits are to be conducted in daylight and only when visibility exceeds 2 miles;

2 Transits are not to be conducted in sustained (or forecast sustained) winds exceeding 25 kn; Arrival transits are to be conducted 60 mins either side of HW or LW;

Departure transits are to be conducted 60 mins either side of HW only;

Transits shall only be conducted when tidal conditions are such that the minimum UKC requirements (4.72a) are extant for the entire period of transit;

3 Only one deep sea vessel shall be underway between the Pulp Mill Wharf at Watson Island (4.100) and D24 Light Buoy (starboard hand) (54°11'43N 130°20'45W) at any one time.

**Safety Zones.** The following safety zones exist within Prince Rupert Harbour:

All vessels, except for assigned tugs, must remain outside of 50 m from any ship alongside any berth or anchored in Prince Rupert;

4 All vessels must remain outside of 140 m from any LPG carrier loading cargo at Ridley Terminal;

All vessels except for those engaged in bunkering, either alongside or at anchor, shall remain outside of 100 m from any bunkering operation.

**Security Zones.** The following security zones exist within Prince Rupert Harbour:

5 No vessel, including any pleasure craft, shall come within 50 m of any military vessel while moving, anchored or docked at Northland terminal, without prior authorisation of the warship, and:

No diving is to be conducted within 500 m of a warship without prior permission.

**No Wake Zones.** The following areas have been designated by Prince Rupert Port Authority as No Wake Zones:



- 6 At Digby Island Floats (54°18'·81N 130°24'·07W) and S of Mission Point (54°20'·15N 130°26'·54W) in the NE corner of Metlakatla Bay (4.36);

Within Porpoise Harbour (4.91);

Vessels are to minimise their wake when passing docks, floats and seaplanes within these areas.

- 7 In addition, vessels passing within 3 cables of the NW coast of Kaien Island between Fairview Container Terminal (4.94) and Ritchie Point (4.114) must also minimise their wake.

For further information see *Port Information Guide Prince Rupert* (4.70)

Port Information Guide Prince Rupert

[NP26-No 14-Wk 33/19]

### Prince Rupert Harbour — Depths

140

Paragraph 4.92 1 line 7 *Replace by:*

...and a controlling depth of 20·2 m. The berth can...

Port Information Guide Prince Rupert

[NP26-No 15-Wk 33/19]

### Prince Rupert Harbour — Depths

141

Paragraph 4.96 1 *Replace by:*

- 1 **Westview Terminal**, (formerly Prince Rupert Grain Terminal No 1) lies about 5 cables NE of Pillsbury Point (54°17'·96N 130°21'·17W). The berth face has an overall length of 309 m and a controlling depth of 11·8 m.

Port Information Guide Prince Rupert

[NP26-No 16-Wk 33/19]

### Queen Charlotte Sound – Calvert Island — General information; traffic regulations

158

*After Paragraph 5.16 1 line 1 Insert:*

#### Traffic regulations

##### 5.16a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 51°19'·00N 128°50'·64W, located about 35 miles WSW of Calvert Island.

Canadian Western Notice 4/3000/17

[NP26-No 2-Wk 22/17]

### Hecate Sound – Price Island — General information; traffic regulations

176

*After Paragraph 6.13 1 line 6 Insert:*

#### Traffic regulations

##### 6.13a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 52°13'·26N 129°34'·21W, located about 29 miles SW of Price Island (52°24'·00N 128°41'·00W).

Canadian Western Notice 4/3000/17

[NP26-No 3-Wk 22/17]

### Hecate Strait – Bonilla Island — General information; traffic regulations

180

*After Paragraph 6.38 2 line 11 Insert:*

#### Traffic regulations

##### 6.38a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 53°12'·74N 130°39'·08W, located 16 miles S of Bonilla Island (6.43).

Canadian Western Notice 4/3000/17

[NP26-No 4-Wk 22/17]

### British Columbia – Pitt Island - Otter Channel — Light

188

*Paragraph 6.95 2 lines 1–12 Replace by:*

- 2 WSW of Fleishman Point (53°12'·71N 129°35'·19W), which forms the E entrance point to Principe Channel (53°22'·00N 129°50'·00W) and is lower and less conspicuous than Ring Point (53°13'·31N 129°36'·18W), the SW extremity of Pitt Island, which is high, bold and conspicuous, thence: WSW of Ring Point. Nepean Rock (53°12'·89N 129°36'·81W), covered by the green sector (113°–129°) of Paige Point Light (white square framework tower) (53°11'·09N 129°32'·12W), is a drying, steep-to rock, lying 5 cables SW of Ring Point; further shoal rocks lie up to 5 cables SSE and EM Light Buoy (S cardinal) is moored 6¾ cables SSE of Nepean Rock. Thence:

BA Chart 4929

[NP26-No 6-Wk 44/17]

### British Columbia – Pitt Island - Otter Channel — Lights

190

*Paragraph 6.105 2 lines 4–9 Replace by:*

...SSE), a white rock covered by the red sector (050°–072°) of Paige Point Light (53°11'·09N 129°32'·12W) (6.95). The white sector (083°–085°) of Blackrock Point Light (53°12'·51N 129°20'·66W) (6.77) leads through the centre of Otter Channel, which has a least width of 1 mile and has depths that are generally in excess of 145 m (80 fm).

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From the E the channel is entered S of McCreight Point Light (white square framework tower, green top) (53°12'·52N 129°30'·05W) and N of Fanny Point (53°11'·42N 129°29'·18W) (6.77), 1¼ miles SE. The white sector (263°-265°) of Banks Island SE Light (white square framework tower) (53°11'·02N 129°45'·77W) leads through the centre of the channel.

BA Chart 4929

[NP26-No 7-Wk 44/17]

### Canada - Hecate Strait - Browning Entrance to Dundas Island — Directions; shoal; buoyage

197

Paragraph 6.150 2 line 4 *Replace by:*

...other shoals. EF2 Light Buoy (starboard hand) (54°02'·54N 130°54'·36W) is moored 5½ cables NNW of Grenville Rock. Warrior Rocks lie 2½ miles NE...

After Paragraph 6.150 3 line 4 *Insert:*

E of a shoal with least depth of 7·1 m, marked by a light buoy (port hand) (54°16'·00N 131°05'·40W), thence:

Canadian Notice 4/3002/17

[NP26-No 5-Wk 23/17]

### British Columbia - Moresby Island - Juan Perez Sound - Matheson Inlet — Depth

213

Paragraph 7.71 1 line 8 *For* 1·8 m *Read* 0·5 m

Canadian Notice 6/3808/18

[NP26-No 8-Wk 30/18]

### British Columbia - West coast of Graham Island — Caution; depths

242

After Paragraph 8.106 1 line 11 *Insert:*

- 2 **Caution.** Recent surveys have determined the presence of depths shoaler than charted and indicate that position discrepancies in the order of 200 m may exist.

Canadian Western Notice 6/3868/18

[NP26-No 9-Wk 30/18]

### Canada - North Coast of Graham Island - Masset Harbour — Directions; rock

256

Paragraph 8.198 4 line(s) 4-8 *Replace by:*

ENE of Davey Ledge, a drying ledge lying 3 cables ENE of Westacott Point (54°04'·60N 132°14'·64W). Thence:

ENE of a rock awash (54°04'·14N 132°13'·65W), situated on a wide shoal. Shoal water extends well off the W shore of the entrance to Masset Harbour. Thence:

Canadian Western Notice 9/3895/20

[NP26-No 18-Wk 49/20]

### Canada - North coast of Graham Island - Masset Harbour — Directions; depth

256

Paragraph 8.198 5 line(s) 3 *For* 4·6 m *Read* 3·9 m

Canadian Western Notice 9/3892/20

[NP26-No 19-Wk 50/20]

## NP27 Channel Pilot (2018 Edition)

### Preface page

iii

Line 33 *For* Seventeenth Edition (2015) *Read* Eleventh Edition (2017)

UKHO

[NP27-No 1-Wk 45/18]

### Jersey - Bay of Granville — Fishery limits

4

Paragraph 1.19 2 line 7 *Replace by:*

...1.20a and [www.jerseylaw.je](http://www.jerseylaw.je)

After Paragraph 1.20 *Insert:*

### Bay of Granville Agreement 1.20a

- 1 An Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the French Republic concerning Fishing in the Bay of Granville, dated 4 July 2000, entered into force on 1 January 2004.
- 2 The Agreement, which aims to conserve and manage fishery resources in the seas situated in the region of the Island of Jersey and the neighbouring coast of France, provides for shared fishing rights and management of the Granville Bay area and divides the area into management zones.

The following agreed zones have been established:

- 3 **Zone A.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone A to practice any type of fishing. Unrestricted access for British fishing boats.
- Zone B.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone B to practice any type of fishing. Unrestricted access for British fishing boats.
- 4 **Zone C.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone C to practice any type of fishing. Unrestricted access for British fishing boats.
- Zone D.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone D to practice static netting only from 15 October to 31 May. Unrestricted access for British fishing boats.

- 5 **Zone E.** Right of access for British fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone E to practice any type of fishing. Unrestricted access for French fishing boats.

**Zone F.** Right of access for British fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone F to practice any type of fishing. Unrestricted access for French fishing boats.

- 6 The geographical limits of Fishing Zones A to F are shown on chart GB2669.

The following Areas are also described:

**Area G.** Right of access for French fishing boats which possess a permit for whelk fishing only. Unrestricted access for British vessels.

**Area H.** Exclusive access for British fishing boats.

**Area I.** No right of access to fishing for British vessels. Unrestricted access for French fishing boats.

- 7 **Area J.** Right of access for fishing boats with a permit.

**Area K.** Exclusive access for British fishing boats.

Fishing Zones A to F and Areas G to K are shown on the graphic below.

*After Paragraph 1.20a Insert:* the Bay of Granville fishing agreements chartlet that accompanies this Notice.

Paragraph 1.22 1 including existing Section IV Notice Week 11/19 *Replace by:*

- 1 For details of national limits see Notice No 12 of *Annual Summary of ADMIRALTY Notices to Mariners*.

UKHO [NP27-No 39-Wk 18/20]

#### **United Kingdom - Channel Islands — Fishery limits**

4

Paragraph 1.22 1 *Replace by:*

- 1 See *The Mariner's Handbook*, Notice No 12 of *Annual Summary of ADMIRALTY Notices to Mariners Part 1* and *Chart Q2669 Channel Islands and Adjacent Coast of France Fisheries*.

UKHO [NP27-No 8-Wk 11/19]

#### **United Kingdom - Navigation and Regulations - Fishing — Fishery limits**

4

Paragraph 1.22 1 including existing Section IV Notice Week 11/19 *Replace by:*

- 1 See *The Mariner's Handbook* and Notice No 12 of *Annual Summary of ADMIRALTY Notices to Mariners Part 1*.

UKHO [NP27-No 47-Wk 41/20]

#### **France - North coast — Navigation in Internal Waters; Prefectural Order**

13

*After Paragraph 1.99 2 line 6 Insert:*

- 3 **Prefectural Order 2020/09 English Channel and North Sea.** Approach within 500 m of a surfaced submarine or an aircraft carrier is prohibited at any time within the internal and territorial waters of the English Channel and Rades de Chebourg. The restrictions do not apply to state vessels in service, ships in distress or providing assistance.

Mariners should note that the full text of the law is the only authoritative statement and should contact the French authorities for further details.

French Notice 19/20 [NP27-No 41-Wk 23/20]

#### **England - South coast - Saint Austell Bay — Directions; shoal**

107

*After Paragraph 4.72 2 line 7 Insert:*

ESE of an isolated shoal (50°17'38N 4°41'16W), with a depth of 11.5 m.

Clinton Marine Survey [NP27-No 28-Wk 03/20]

#### **England - Cornwall - Fowey — Controlling depth**

110

Paragraph 4.96 1 *Replace by:*

- 1 The fairway from the entrance to Wiseman's Point (4.103), 1½ miles up the river, has a least charted depth of 5.0 m. Contact the port authority for the latest controlling depths.

GB Chart 31/20 [NP27-No 53-Wk 45/20]

#### **England - Cornwall - Fowey — Pilotage**

110

Paragraph 4.100 1 lines 4-8 *Replace by:*

**Pilot boarding place.** In normal weather conditions pilots will board vessels in the vicinity of 50°18'68N 4°38'58W, about one mile S of the harbour entrance. During poor weather conditions the boarding position may be varied, and include inside the harbour entrance.

ENC GB40202A (13.002) [NP27-No 54-Wk 45/20]

#### **England - Cornwall - Fowey — Shoal**

112

Paragraph 4.107 3 line 1 *For 4.6 Read 3.8*

GB Chart 31/20 [NP27-No 55-Wk 45/20]

# NP27

## England - Cornwall - Fowey — Berths

112-113

Paragraph 4.112 1 line 6 *For 6.0 Read 5.0*

Paragraph 4.112 2 lines 1-2 *Replace by:*

- 2 No 8 Quay (50°20'·77N 4°38'·19W) has a depth of about 8 m and can accept vessels up to 171 m length.

The port authority should be contacted for the latest berth information.

GB Chart 31/20 [NP27-No 56-Wk 45/20]

## England - Cornwall - Lantic Bay — Landmark

114

Paragraph 4.125 1 lines 2-5 *Delete*

GB Chart 31/20 [NP27-No 57-Wk 45/20]

## England - South coast - Portland — Prohibited area

165

*After Paragraph 6.37 2 line 7 Insert:*

- 3 **Prohibited area.** Entry is prohibited into an area (50°35'·80N 2°27'·20W) situated close SSW of the root of Northern Arm (6.39). The prohibition applies between 1<sup>st</sup> November to 31<sup>st</sup> March inclusive except and in accordance with prior written permission of the Harbour Master.

Portland Harbour Authority Limited General Direction 03/07 [NP27-No 37-Wk 08/20]

## England - South coast - Portland — Anchorages

167

Paragraph 6.51 1 line(s) 1-7 *Replace by:*

- 1 There are numerous designated anchor berths inside the harbour sheltered from swell, with a good holding ground of blue slimy mud. Ships usually ride at single anchor with a good scope of cable.

Correspondence Portland Harbour Authority [NP27-No 46-Wk 33/20]

## England - South coast - Poole — Speed limit

176

*After Paragraph 6.109 2 line 4 Insert:*

There is a speed limit of 5 kn within 200 m of Poole and Studland Beaches.

Poole Harbour Commissioners Notice 27/20 [NP27-No 44-Wk 28/20]

## England - Approaches to the Solent - Selsey Bill — Directions; wreck

184

*After Paragraph 6.157 1 line 2 Insert:*

Clear of a dangerous wreck (50°38'·49N 0°52'·27W), position approximate, thence:

Maritime & Coastguard Agency [NP27-No 45-Wk 28/20]

## United Kingdom - South coast - Southampton — Regulations; towage

192

*After Paragraph 7.14 3 line 9 Insert:*

### Special regulations concerning container vessels 7.14a

**Container vessel escort towage requirements.** Ultra large container vessels of more than 180 000 dwt, with a draught of 15 m or more, are to be accompanied by an escort tug between South Ryde Middle (7.154) and Hook Light Buoy. The tug is to be made fast to the stern of the vessel to assist the turns at W Bramble and Calshot Spit (7.207).

Container vessels of more than 140 000 dwt with a draught of 14 m or more may also be subject to this requirement on their initial port visit, based on the manoeuvring characteristics of the vessel, or at the pilot's discretion.

Further details of the regulations may be found in the *Notice to Mariners* on the Southampton VTS website (7.190).

ABP SO Notice 20/20 [NP27-No 42-Wk 25/20]

## England - The Solent - Beaulieu River — Anchorage

199

Paragraph 7.57 6 line(s) 1-3 *Delete*

Beaulieu River Harbour Master [NP27-No 25-Wk 43/19]

## England - Portsmouth — Regulations

210

*After Paragraph 7.116 2 line 8 Insert:*

Vessels within 2 miles of an aircraft carrier which is underway must keep their speed below 15 kn.

*After Paragraph 7.116 6 line 9 Insert:*

Within 150 m of an aircraft carrier at anchor within the port.

QHM Portsmouth Notice 71/19 [NP27-No 26-Wk 44/19]

## England - Portsmouth — Traffic signals

212

Paragraph 7.124 (Portsmouth Harbour traffic signals) *Replace* the existing table with the new table accompanying chart blocks at the end of Section II.

QHM Portsmouth [NP27-No 18-Wk 29/19]



**England – Portsmouth – Haslar Lake — Depths****217**Paragraph 7.135 1 lines 4–6 *Replace by:*

...at the E end of a small peninsula. The lake has a maintained depth of 4.0 m. A...

QHM Portsmouth [NP27-No 16-Wk 24/19]

**England – Portsmouth – Haslar Lake — Depths****218**Paragraph 7.137 1 line 4 *For* 6.0 m *Read* 4.0 mParagraph 7.137 1 line 6 *For* 5.0 m *Read* 4.0 m

QHM Portsmouth [NP27-No 17-Wk 24/19]

**England – South coast – Isle of Wight – Cowes — Controlling depth****225**Paragraph 7.175 1 line(s) 2–4 *Replace by:*

...generally between 1.7 and 4.0 m. The dredged depth in the Eastern Channel, E of the Cowes Breakwater, is 2.25 m (2019). The tidal gauge boards at both ends of the...

GB Chart 2793/19 [NP27-No 21-Wk 38/19]

**England – Isle of Wight – Cowes — Regulations****225**Paragraph 7.179 1 lines 1–3 *Replace by:*

- 1 **Regulations concerning entry.** The use of a whistle or siren in the harbour or roads, except for the legitimate purposes of navigation, is prohibited.

Vessels with a LOA of 48 m and above should not navigate in the Inner Fairway or River Medina when the visibility is 2 cables or less.

Passenger and commercial vessels less than 48 m LOA should not navigate in the Inner Fairway or River Medina when the visibility is less than 100 m.

Cowes Harbour Commission Notice 12/20 [NP27-No 40-Wk 22/20]

**England – South coast – Isle of Wight – Cowes — Regulation; channel name****226**Paragraph 7.179 4 line(s) 4–8 *Replace by:*

Small craft, 20 m in length or less, arriving from or departing to the N or E may use the Eastern Channel, subject to the height of tide being sufficient.

Paragraph 7.180 1 line(s) 3 *For* Small Craft *Read* EasternParagraph 7.180 2 line(s) 4–5 *Replace by:*

...Point, the E entrance point to the river. Here, the Eastern Channel, marked by light buoys (lateral), passes...

Paragraph 7.180 3 line(s) 12–13 *Replace by:*

...buoyed Eastern Channel extends NNE from the fairway to ENE of Cowes Breakwater.

Paragraph 7.181 1 line(s) 3 *For* Small Craft *Read* Eastern

GB Chart 2793/19

[NP27-No 22-Wk 38/19]

**England – South coast – Isle of Wight – Cowes — Channel name; directions****227**Paragraph 7.182 3 line(s) 14–15 *Replace by:*

...Sailing Club (50°45'87N 1°17'90W) and the Eastern Channel, this W setting stream splits into two...

Paragraph 7.182 3 line(s) 18 *For* Small Craft *Read* EasternParagraph 7.182 3 line(s) 20 *For* Small Craft *Read* EasternParagraph 7.184 5 line(s) 1–13 *Replace by:*

- 5 Alternatively, small craft 20 m in length or less arriving from N or E may use the Eastern Channel, subject to the height of tide being sufficient (7.175). From the vicinity of 50°46'04N 1°17'43W the channel, marked by light buoys (lateral and cardinal), leads generally SSW for about 3 cables to a point where it joins the Inner Fairway. Vessels using the channel should note the watersports area, small craft moorings, and prohibited anchorage areas, which may present a hazard.

GB Chart 2793/19

[NP27-No 23-Wk 38/19]

**England – South coast – Isle of Wight – Cowes — Watersports area****228**Paragraph 7.186 2 line(s) 3–4 *Replace by:*

...Fairway. A watersports area has been provided E of the Eastern Channel on the Shraper Mud (tidal).

GB Chart 2793/19

[NP27-No 24-Wk 38/19]

**United Kingdom – South coast – Southampton — Regulations; towage****229**After Paragraph 7.198 2 line 7 *Insert:*

**Container vessel escort towage requirements.** For details of escort towage requirements, see 7.14a.

ABP SO Notice 20/20

[NP27-No 43-Wk 25/20]

## NP27

### France - West coast - Île d'Ouessant - Chenal du Four — Directions; depth

247

Paragraph 8.38 2 line(s) 1-5 *Replace by:*

- 2 Between Grande Vinotière (48°21'·94N 4°48'·42W), marked by a light beacon (red octagonal tower, 19 m in height), and Roche du Lieu (48°22'·12N 4°49'·12W), marked by Rouget Light Buoy (starboard hand). A 5·4 m shoal (48°21'·89N 4°48'·57W) lies close SW of Grande Vinotière. Thence:

French Chart 7122 [NP27-No 19-Wk 35/19]

### France - West coast - Île d'Ouessant - Chenal du Four — Directions; depths

248

Paragraph 8.38 3 line(s) 1-4 *Replace by:*

- 3 Between a 7·1 m rocky patch (48°21'·70N 4°48'·52W) and Roche du Rouget (48°21'·79N 4°49'·20W).

Paragraph 8.38 4 line(s) 1-3 *Replace by:*

- 4 Between a 5·8 m rocky patch (48°21'·29N 4°48'·43W) and a 5·3 m shoal (48°21'·40N 4°49'·20W).

French Chart 7122 [NP27-No 20-Wk 35/19]

### France - Avant-Goulet de Brest - Waiting area to Brest — Buoyage

255

Paragraph 8.77 3 lines 1-2 *Delete*

Paragraph 8.78 1 lines 1-9 *Replace by:*

- 1 **Passe Sud.** From a position in Avant-Goulet de Brest, about 7¼ cables NNW of Pointe du Toulanguet (48°16'·81N 4°37'·72W), the line of bearing 045° of Saint Martin Church (pointed spire) (48°23'·70N 4°28'·80W) at Brest just open W of Pointe du Portzic Light (8.72), or at night in the centre of the intensified white sector (045°-050°) of Pointe du Portzic Direction Light, leads through Passe Sud, passing:

French Notice 37/56/18 [NP27-No 2-Wk 45/18]

### France - West coast - Brest — Outer anchorages; submarine cables

258

*After* Paragraph 8.97 3 line 9 *Insert:*

Submarine cables lie along the W side of Grande Rade.

*After* Paragraph 8.97 5 line 6 *Insert:*

Submarine cables lie within Baie de Roscanvel, W of the anchorage areas.

French Notice 44/50/19 [NP27-No 27-Wk 48/19]

### France - West coast - Douarnenez — Pilotage

265

Paragraph 8.139 2 lines 1-3 *Replace by:*

- 2 **Pilotage** is provided by the Brest station and is compulsory for vessels more than 50 m in length or 6000 gt. The pilot boards in position 48°07'·19N 4°20'·34W.

French Notice 40/54/18 [NP27-No 3-Wk 45/18]

### France - North-west coast - Roscoff — Pilotage

282

Paragraph 9.57 2 line(s) 7-8 *Replace by:*

...vessels over 50 m LOA, except those exempt by law.

French Notice 51/C22 para 5.3.8.3\_25/19  
[NP27-No 35-Wk 05/20]

### France - North-west coast - Baie de Morlaix — Pilotage

286

Paragraph 9.86 4 line(s) 1 *For* 45 m *Read* 50 m

French Notice 51/C22 para 5.3.8.3\_25/19  
[NP27-No 36-Wk 05/20]

### France - North coast - Île Grande to Les Héaux-de-Bréhat — Pilotage

290

*After* Paragraph 9.108 1 line 5 *Insert:*

#### **Pilotage 9.108a**

- 1 Pilotage is compulsory for passenger vessels, unless transiting only, in the coastal waters and harbours between Baie de Lannion (9.101) and Plateau des Roches Douvres (11.10a), extending about 10 to 13 miles from shore.

French SD C22 4.5.5.3, 4.5.8.2 (2020)  
[NP27-No 51-Wk 44/20]

### France - North coast - Baie de Saint-Brieuc — Pilotage

297

Paragraph 10.9 1-2 *Replace by:*

- 1 **General information.** Pilotage is compulsory for all passenger vessels in the area extending from Baie de Saint-Brieuc to the vicinity of Plateau des Roches Douvres, unless only transiting.

There are no commissioned pilots for Le Trieux and Paimpol, but local assistance can be arranged through the Paimpol maritime authority.

Pontrieux pilotage can be arranged through Saint-Brieuc Le Légué pilot station (10.43).

- <sup>2</sup> **Boarding places.** In good weather, vessels may await arranged assistance for Le Trieux and Paimpol in Anse de Bréhec anchorage (48°43'63N 2°55'91W) (10.49), or on the line joining L'Ost Pic (48°46'77N 2°56'42W) to Grand Léjon, 11 miles E, equidistant from the two lights.

For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

French SD C22 4.6.2.2 (2020)

[NP27-No 48-Wk 44/20]

**France - North coast - Baie de Saint-Brieuc -  
Anse de Paimpol — Pilotage**

302

Paragraph 10.29 4 lines 1-2 *Replace by:*

- <sup>1</sup> **Pilotage.** See 10.9.

French SD C22 4.6.2.2 (2020)

[NP27-No 49-Wk 44/20]

**France - North coast - Saint-Malo — Tugs**

312

*After Paragraph 10.99 4 line 9 Insert:*

**Tugs  
10.99a**

- <sup>1</sup> Tug use is compulsory for some commercial vessels. One tug is required for vessels of LOA more than 100 m, two tugs for vessels of more than 120 m.

All vessels carrying dangerous and polluting substances, and cruise vessels, must use at least one tug, two tugs if more than 120 m LOA.

Exemptions for some of these requirements exist for certain vessels equipped with bow thruster(s) or more than one propeller. Contact the maritime authority for more information.

French SD C22 4.6.2.2 (2020)

[NP27-No 50-Wk 44/20]

**France - Baie de Saint-Brieuc to  
Plateau des Roches Douvres — Pilotage**

331

*After Paragraph 11.10 2 line 8 Insert:*

**Pilotage  
11.10a**

- <sup>1</sup> Pilotage is compulsory for all passenger vessels in the area extending from Baie de Saint-Brieuc to the vicinity of Plateau des Roches Douvres, unless only transiting the area.

French SD C22 4.5.5.3, 4.5.8.2 (2020)

[NP27-No 52-Wk 44/20]

**Channel Islands - Guernsey — Anchorages**

342

Paragraph 11.66 3-4 *Replace by:*

- <sup>3</sup> **Anchorage.** There are three designated anchorages in the vicinity of Great Road as follows:

Anchorage A (49°27'58N 2°31'06W).

Anchorage B (49°27'60N 2°30'90W).

Anchorage C (49°27'62N 2°30'35W).

Use of these anchorages is subject to prior approval by Guernsey Port Control.

- <sup>4</sup> **Restricted anchorage.** Mariners should not anchor within the circular area off the entrance to Saint Peter Port without the prior permission of Guernsey Port Control. This area should be kept clear for vessels entering or leaving the port.

**Useful mark:**

Sardrette Beacon (yellow, orange letter "S" topmark)  
(49°27'56N 2°31'50W).

Paragraph 11.67 1 line 1 *For Anchorage Read Anchorage D* (49°27'61N 2°29'62W)

*After Paragraph 11.67 2 line 3 Insert:*

**The Great Bank  
11.67a**

- <sup>1</sup> Anchorage E (49°26'76N 2°29'70W) and Anchorage F (49°26'00N 2°29'90W) lie to the E of the Great Bank (11.58).

Correspondence Guernsey Harbours

[NP27-No 6-Wk 03/19]

**Channel Islands - Guernsey -  
Saint Peter Port — Anchorages**

342

Paragraph 11.66 3 including existing Section IV Notice week 3/19 *Replace by:*

- <sup>3</sup> **Anchorage.** There are three designated anchorages in the vicinity of Little Russel as follows:

Anchorage A (49°27'63N 2°31'04W).

Anchorage B (49°27'64N 2°30'87W).

Anchorage C (49°27'55N 2°30'16W).

Use of these anchorages is subject to prior approval by Guernsey Port Control/VTs.

Guernsey Harbours

[NP27-No 12-Wk 14/19]

**Channel Islands - Guernsey -  
Saint Peter Port — Anchorages**

342

Paragraph 11.67a existing Section IV Notice week 3/19 *Replace by:*

- <sup>1</sup> Anchorage E (49°26'71N 2°29'46W) and Anchorage F (49°26'00N 2°29'90W) lie to the E of the Great Bank (11.58).

Guernsey Harbours

[NP27-No 13-Wk 14/19]

# NP27

## Channel Islands - Jersey - Saint Catherine's Bay — Anchorage

375

Paragraph 11.236 5 lines 1-9 *Replace by:*

- 5 **Anchorage** for small craft may be obtained close inside Saint Catherine Breakwater, clear of the prohibited area and avoiding a 1.9 m patch lying 2 cables SW of the light, in a depth of 8 m, sand and mud. The anchorage area is marked by small buoys (special).

**Caution.** Anchoring is prohibited, as charted, within a large area of Saint Catherine's Bay. A submarine cable (disused) extends 6 cables SE from the root of the breakwater.

BA Chart 1138 [NP27-No 5-Wk 51/18]

## France - Cherbourg - Cap de Flamanville — Obstructions

383

Paragraph 11.278 1 lines 3-4 *Replace by:*

...between 18 and 25 m. A number of obstructions are situated within the anchorage area.

French Notice 10/38/20 [NP27-No 38-Wk 16/20]

## France - North coast - Cherbourg — Pilotage

387

Paragraph 12.8 1 line(s) 1-4 *Replace by:*

- 1 From a position N of Cap de la Hague Light (49°43'31N 1°57'26W), the route leads generally E for about 10 miles, to the pilot boarding position (49°43'30N 1°42'00W).

French Chart 7092 (2019) [NP27-No 29-Wk 05/20]

## France - North coast - Cherbourg — Pilotage

388

Paragraph 12.12 4 line(s) 7-8 *For* (49°43'60N 1°42'50W) *Read* (49°43'30N 1°42'00W)

French Chart 7092 (2019) [NP27-No 30-Wk 05/20]

## France - North coast - Cherbourg — Pilotage

390

Paragraph 12.24 2 line 1 *For* (49°43'60N 1°42'50W) *Read* (49°43'30N 1°42'00W)

French Chart 7092 (2019) [NP27-No 31-Wk 05/20]

## France - Approaches to Cherbourg — Pilotage

390

Paragraph 12.24 2 line(s) 5-7 *Delete*

French Notice 8/40/19 [NP27-No 9-Wk 11/19]

## France - North coast - Cherbourg — Prohibited areas

390

Paragraph 12.26 2 line(s) 2-3 *Delete*

Paragraph 12.26 3 line(s) 4-6 *Delete*

French Chart 7092 (2019) [NP27-No 32-Wk 05/20]

## France - North coast - Cherbourg — Development; prohibited area

390

Paragraph 12.28 1 line(s) 1-5 including heading *Replace by:*

**Spare  
12.28**

French Chart 7092 (2019) [NP27-No 33-Wk 05/20]

## France - North coast - Cherbourg — Pilotage

391

Paragraph 12.33 1 line(s) 1-3 *Replace by:*

- 1 From the pilot boarding position (49°43'30N 1°42'00W) the route leads generally SE to the waiting areas (12.23).

French Chart 7092 (2019) [NP27-No 34-Wk 05/20]

## France - Cherbourg — Directions; obstructions

391

Paragraph 12.36 4 lines 8-9 *Replace by:*

...Digue de l'Est.

The track then leads generally SW into Grande Rade (12.40), noting the numerous obstructions and shoal area S and SSE of the entrance.

French Chart 7086/19 [NP27-No 14-Wk 22/19]

## France - Cherbourg — Anchorages; depths

392

Paragraph 12.40 4 lines 4-8 *Replace by:*

- No 1 (49°40'25N 1°37'20W), depth about 6 to 9 m.  
No 2 (49°40'20N 1°36'77W), depth about 6 to 7 m.  
No 3 (49°40'15N 1°36'33W), depth about 5 to 6 m.  
No 4 (49°40'04N 1°37'46W), depth about 9 to 13 m.  
No 5 (49°39'93N 1°36'62W), depth about 4 to 11 m.

French Chart 7086/19 [NP27-No 15-Wk 22/19]



## France - Approaches to Cherbourg — Terminal

393

Paragraph 12.44 1-2 including heading *Replace by*:**Spare  
12.44**

French Notice 8/40/19 [NP27-No 10-Wk 11/19]

## France - Approaches to Cherbourg — Terminal

394

Paragraph 12.55 2 line(s) 7-10 *Replace by*:

The leading line passes close W of a buoy (special) moored 3¾ cables NNE of the entrance.

French Notice 8/40/19 [NP27-No 11-Wk 11/19]

France - North coast - Baie de Seine -  
Pointe du Hoc — Traffic regulations

398

After Paragraph 13.12 1 line 7 *Insert*:**Traffic regulations  
13.12a**

- 1 **Prohibited area.** Entry is prohibited to an area bounded by the following coordinates:
- 49°23'·86N 0°59'·37W.
  - 49°24'·07N 0°59'·37W.
  - 49°23'·97N 0°58'·03W.
  - 49°23'·81N 0°58'·03W.

French Notice 6/C21 6.2.1.4./19 [NP27-No 7-Wk 10/19]

Last page

Last page

After **Channel Pilot**

Tenth Edition.....2014

*Insert:*

Eleventh Edition.....2017

UKHO [NP27-No 4-Wk 45/18]

**NP28 Dover Strait Pilot (2020 Edition)**France - North coast - English Channel -  
Le Tréport — Controlling depth

117

Paragraph 5.79 1 lines 1-6 *Replace by*:

- 1 The channel leading to the harbour entrance and within the harbour, and the channels leading to Port de commerce and to Port de Pêche et de Plaisance, dry 1·5 m. Less water may exist; the Port Authority should be consulted for the latest information.

French Chart FR7207 [NP28-No 1-Wk 36/20]

Netherlands - West of Hoek van Holland -  
Goeree — Directions; principal marks

200-201

Paragraph 8.14 1 lines 1-6 *Replace by*:

- 1 **Landmarks:**  
Tower (51°41'·19N 3°41'·76E), visible above the dunes.

**Offshore marks:**

Goeree Helicopter Platform (red and white chequered frame and tower, 23 m in height) (51°55'·50N 3°40'·10E).

Paragraph 8.14 2 line 10 *Delete*

Netherlands Notice 28-29/210/20

[NP28-No 2-Wk 36/20]

Netherlands - West of Hoek van Holland -  
Goeree — Directions; principal marks;  
photograph

201

Paragraph 8.14 Photograph caption *For Light Read* Helicopter PlatformParagraph 8.15 3 line 2 *For Light Read* Helicopter Platform

Netherlands Notice 28-29/210/20

[NP28-No 3-Wk 36/20]

Netherlands - West of Hoek van Holland -  
Goeree — Directions; principal mark

213

Paragraph 8.105 1 lines 1-5 *Replace by*:

- 1 **Offshore marks:**  
Goeree Helicopter Platform (51°55'·50N 3°40'·10E) (8.14).

**Major lights:**

Westhoofd Light (51°48'·79N 3°51'·84E) (8.14)

Netherlands Notice 28-29/210/20

[NP28-No 4-Wk 36/20]

Netherlands - West of Hoek van Holland -  
Goeree — Directions; principal marks

220

Paragraph 9.22 1 line 6 *For Light Read* Helicopter PlatformParagraph 9.22 2 lines 5-6 *Delete*

Netherlands Notice 28-29/210/20

[NP28-No 5-Wk 36/20]

Netherlands - West of Hoek van Holland -  
Goeree — Directions; offshore mark

221

Paragraph 9.25 2 line 5 *For Light Read* Helicopter Platform

Netherlands Notice 28-29/210/20

[NP28-No 6-Wk 36/20]

# NP28

## Netherlands – West of Hoek van Holland – Goeree — Directions; offshore mark

222

Paragraph 9.29 5 line 4 *For Light Read* Helicopter Platform

Netherlands Notice 28-29/210/20

[NP28-No 7-Wk 36/20]

## Netherlands – Port of Rotterdam – Europoort – Beneluxhaven — Depths

226

Paragraph 9.52 3 line 3 *For 4-6 m Read 3-6 m*

GB Chart 207/20

[NP28-No 9-Wk 52/20]

## England – River Thames – Bugsby's Reach — Prohibited anchorage

314

After Paragraph 14.87 3 line 3 *Insert:*

A prohibited anchorage area has been established across Bugsby's Reach in the vicinity of the cable car (51°30'·15N 0°00'·70E) close E of North Greenwich Pier.

Port of London Authority

[NP28-No 8-Wk 36/20]

## NP30 China Sea Pilot Volume 1 (2018 Edition)

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> December 2018*

## China – Approaches to Hong Kong — Traffic Separation Scheme

6

After Paragraph 1.43 1 line 4 *Insert:*

### Traffic Separation Schemes

#### 1.43a

- 1 IMO adopted TSSs in the area covered by this volume include:

In Dangan Channel (22°07'·60N 114°13'·50E);

In the East Lamma and Tathong Channels (22°09'·40N 114°12'·60E and 22°13'·15N 114°20'·15W, respectively).

- 2 See IMO publication *Ships' Routeing* for general provisions on ships' routeing measures. Regulations for IMO adopted schemes are contained in Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972).

IMO COLREG.2 Circ.71 25/05/18

[NP30-No 24-Wk 44/18]

## China — National regulations

6

Paragraph 1.45 *Replace by:*

- 1 A reproduction of *Regulations Governing Supervision and Control of Foreign Vessels* by the People's Republic of China, extracts from quarantine regulations, and a reproduction of the *Maritime Traffic Safety Law of the People's Republic of China* will be found in Appendix II.

**Emission Control Areas.** The Chinese Ministry of Transport has announced the introduction of measures to reduce harmful emissions from shipping on the Chinese coast.

- 2 Emission control areas have been established in the following locations:

Coastal Control Area: broadly includes all sea areas and ports within 12 miles of the straight baseline extension of the Chinese mainland (excluding waters under the jurisdiction of Hong Kong and of Macao).

Inland Control Area: navigable waters of the Yangtze River and the Xijiang River main lines.

Hainan Control Area: broadly includes the coastal area of Hainan Dao.

- 3 Implementation of the new requirements will take place as follows:

From 1 January 2019, all vessels are to use fuel oil with a sulphur content of no more than 0·5 m/m (mass by mass).

From 1 January 2020, all vessels entering the Inland Control Areas must use fuel oil with a sulphur content of no more than 0·10% m/m.

From 1 March 2020, all vessels without an Exhaust Gas Cleaning System entering Emission Control Areas, must carry and use only fuel oil that is compliant with China's requirements.

- 4 From 1 January 2022, all vessels entering Hainan Control Area must use fuel oil with a sulphur content of no more than 0·10% m/m. From 1 January 2025 Chinese regulators will decide whether all vessels entering China Emission Control Areas should use Ultra Low Sulphur Fuel (sulphur content of the fuel no more than 0·10 m/m).

For further information, see the People's Republic of China Ministry of Transport website at <http://www.mot.gov.cn>.

UKHO

[NP30-No 41-Wk 05/19]

## Malaysia — Regulations; National Heritage Zones

7

After Paragraph 1.46 1 line 10 *Insert:*

- 2 **National Heritage Zones** are protected from unauthorised interference.

BA Chart 3446/18

[NP30-No 1-Wk 29/18]

**Vietnam - South China Sea -  
Sao Vang Dai Nguyet — Oilfield**

79

After Paragraph 2.70 2 line 3 *Insert*:

**Sao Vang Dai Nguyet Oilfield  
2.70a**

- 1 **General information.** Sao Vang Terminal (8°22'12N 108°42'11E), comprising a CPP and FSO *Golden Star*, lies about 7 miles S of Dai Hung Oilfield (2.70). Dai Nguyet WHP (8°22'26N 108°47'44E) lies 5 miles E, connected to Sao Vang by a submarine pipeline.

The facilities lie within a restricted area. Anchoring and fishing are prohibited in the vicinity of the associated pipelines.

- 2 **Operator.** Idemitsu Gas Production (Vietnam) Co. Ltd. 28<sup>th</sup> Floor, Vietcombank Tower, Ho Chi Minh City, Vietnam.

Website. [www.idemitsu.com](http://www.idemitsu.com)

**Anchorage.** Waiting anchorage (8°25'00N 108°39'00E) lies 3 miles NW of the FSO.

**Pilotage.** Compulsory and conducted by a Mooring Master. Pilots board at the waiting anchorage.

- 3 **Berths.** The FSO *Golden Star* is secured with a turret mooring system. A FSV mooring buoy is available seasonally.

Correspondence Idemitsu Gas Production (Vietnam) Co. Ltd. [NP30-No 152-Wk 33/20]

**Malaysia - East coast -  
Pulau Tioman — Marine nature reserves**

88

After Paragraph 3.12 3 line 8 *Insert*:

Pulau Labas (2°53'31N 104°03'96E).  
Pulau Sepoi (2°53'86N 104°03'07E).  
Pulau Tulai (2°54'71N 104°06'44E) (3.35).

BA Chart 3445 [NP30-No 48-Wk 07/19]

**Malaysia - East coast - Kuantan —  
Controlling depths**

96

Paragraph 3.57 1 lines 1-3 *Replace by*:

- 1 Controlling depths are as follows:  
The channel to the new deepwater terminal has a maintained depth of 17 m;  
The approach to the inner basin is dredged to a depth of 12.7 m (2006);  
The deepwater terminal has a maintained depth of 16 m;  
The inner basins are dredged to 12.1 m (2004).
- 2 The approach channels and the berths are subject to silting and the Port Authority should be contacted for the latest information.

Malaysian Chart 6400/18 [NP30-No 42-Wk 06/19]

**Malaysia - East coast - Kuantan Port —  
Anchorages; pilotage**

96

Paragraph 3.61 1 line 6 *Replace by*:

...mud, is good. Deep water, special activity, and ISPS holding anchorages lie to the N of the outer fairway light buoy. However, the anchorages are exposed...

Paragraph 3.62 1 lines 2-4 *Replace by*:

...of the outer Fairway Light Buoy (3°55'73N 103°33'05E) and in the approach channel in position 3°56'30N 103°28'65E. In bad weather, pilots may board small vessels inside the harbour.

Malaysian Notice 10/230/18 [NP30-No 33-Wk 49/18]

**Malaysia - East coast - Kuantan —  
Prohibited anchoring**

96

Paragraph 3.61 2 lines 6-8 *Delete*

After Paragraph 3.62 1 line 5 *Insert*:

**Traffic regulations  
3.62a**

- 1 **Anchoring is prohibited** in the entrance channel between the approaches to the inner pilot station and the breakwaters.

Malaysian Chart 6400/18 [NP30-No 43-Wk 06/19]

**Malaysia - East coast - Kuantan — Breakwaters**

96

Paragraph 3.63 1 *Replace by*:

- 1 The harbour comprises an outer deepwater terminal (3.64), two inner basins and a small Naval Basin. The North Breakwater extends 3 miles E, SE and S enclosing the deepwater terminal. The Middle Breakwater separates the S part of the deep water terminal from the entrance to the inner basins. The entrance to the inner basins is protected by the Middle Breakwater to the N and NE, and Inner and South breakwaters to the S.

Malaysian Chart 6400/18 [NP30-No 44-Wk 06/19]

**Malaysia - East coast - Kuantan —  
Directions; breakwaters**

97

Paragraph 3.67 3 *Replace by*:

- 3 **Useful marks:**  
South Breakwater head light (red beacon, 6 m in height) (3°58'07N 103°26'32E).  
Middle Breakwater light (yellow concreted structure, 9 m in height) (3°58'16N 103°26'53E).  
Additionally the middle breakwater is marked by five fixed blue lights at 250 m intervals.  
North Breakwater head light (3°58'49N 103°26'76E).

Malaysian Chart 6400/18 [NP30-No 45-Wk 06/19]

# NP30

## Malaysia - East coast - Kuantan — Directions; deepwater terminal

97

After Paragraph 3.67 3 line 7 *Insert*:

### Deepwater terminal 3.67a

- 1 From a position in the approach channel in the vicinity of KP6 Light Beacon (starboard hand) (3°56'95N 103°27'47E), the track leads NW in the white sector (322.1°-324.4°) of NDWT Light (white lattice structure, white daymark with red stripes) (4°00'01N 103°25'42E), passing:
- 2 SW of a dangerous wreck (3°57'75N 103°27'28E), marked by a light buoy (isolated danger), thence:  
Between the breakwaters and into the basin.

Malaysian Chart 6400/18 [NP30-No 46-Wk 06/19]

## Malaysia - East coast - Pulau Bidung Laut — Directions; National Heritage Zone

103

Paragraph 3.134 11 line 6 *Replace by*:

...103°03'86E), steep-to. A National Heritage Zone is situated up to 1¼ miles W of the island; see 1.46. Thence:

BA Chart 3446/18 [NP30-No 2-Wk 29/18]

## Malaysia - North-east coast - Pulau Redang to Tumpat — Directions; obstruction

103

After Paragraph 3.136 2 line 13 *Insert*:

Clear of an obstruction (5°52'95N 102°36'34E), and:

Malaysian Notice 6/85/20 [NP30-No 153-Wk 33/20]

## Malaysia - North-east coast - Pulau Redang to Tumpat — Directions; obstructions

104

After Paragraph 3.136 6 line 7 *Insert*:

Clear of a number of obstructions, centred on 6°17'50N 102°14'00E, thence:

Malaysian Notice 6/85/20 [NP30-No 154-Wk 33/20]

## Malaysia - Kuala Terengganu — Vertical clearance

105

After Paragraph 3.149 2 line 9 *Insert*:

**Vertical clearance.** Terengganu Drawbridge (5°20'39N 103°08'70E), with a vertical clearance of 12 m, spans the inner entrance.

Malaysian Notice 8/125/20

[NP30-No 161-Wk 45/20]

## Malaysia - Pulau Redang — Marine park

105

After Paragraph 3.150 4 line 6 *Insert*:

**Marine park.** Pulau Redang and surrounding islands are part of a marine park. See 1.46 for restrictions.

BA Chart 3446/18; ENC MY3C0654

[NP30-No 3-Wk 29/18]

## Thailand - West coast - Laem Na Tham to Ko Phangan — Directions; lights; depth

114

Paragraph 4.42 1 line(s) 1-6 *Replace by*:

- 1 **Landmark:**  
Laem Na Tham (4.38).

Paragraph 4.43 1 line(s) 5 *Replace by*:

...(white metal framework tower, 9 m in height) (9°18'75N 99°53'48E) is exhibited from the island. Thence:

Paragraph 4.43 5 line(s) 2 *Replace by*:

...which Laem Thian Light (white metal framework tower, 22 m in height) (9°40'11N 100°04'33E) is exhibited.

Paragraph 4.45 2 line(s) 2 *For* 11.9 m *Read* about 10 m

Paragraph 4.46 1 line(s) 1-3 *Delete*

Thai Chart 243/18

[NP30-No 55-Wk 22/19]

## Thailand - West coast - Laem Na Tham to Ko Phangan — Directions; lights

115

Paragraph 4.51 1 line(s) 1-3 *Replace by*:

- 1 **Landmark:**  
Laem Na Tham (4.38).

Paragraph 4.52 2 line(s) 7 *For* (4.42) *Read* (4.43)

Thai Chart 243/18

[NP30-No 56-Wk 22/19]



**Thailand - West coast - Ko Samui —  
Berths; light**

116

Paragraph 4.60 4 line(s) 1-4 *Replace by:*

- 4 Amphoe Ko Samui jetty complex (9°32'·24N 99°56'·00E) comprises two jetties. The N...

Thai Chart 243/18 [NP30-No 57-Wk 22/19]

**Thailand - West coast -  
Chong Ko Tao — Directions; light**

116

Paragraph 4.66 1 line(s) 2-3 *Delete*

Paragraph 4.67 1 line(s) 4 *For* (4.42) *Read* (4.43)

Thai Chart 243/18 [NP30-No 58-Wk 22/19]

**Thailand - Laem Phak Bia to  
Bangkok Bar Light — Wreck**

122

Paragraph 4.112 2 line(s) 3-4 *Delete*

Thai Chart 112/2018 [NP30-No 59-Wk 22/19]

**Vietnam - Dao Phu Quoc - Directions; wreck**

141

Paragraph 4.256 3 line 8 *Replace by:*

...10°06'·37N 104°10'·37E. A second dangerous wreck (10°06'·40N 104°13'·80E), position approximate, lies about 3¼ miles farther E.

Hydropac 3999/19 [NP30-No 113-Wk 03/20]

**Vietnam - West coast - Quan-Dao Hai Tac —  
Vertical clearance**

144

*After* Paragraph 4.266 3 line 3 *Insert:*

**Vertical clearance.** An overhead power cable (10°20'·69N 104°23'·72E), supported by pylons, spans the channel between Mui Nai (4.235) and Hon Doc; vertical clearance unknown.

Several overhead power cables span the channels between the islands; vertical clearances unknown.

Vietnamese Notice 288/19 [NP30-No 105-Wk 03/20]

**Vietnam - West coast - Quan-Dao Hai Tac —  
Vertical clearance**

145

*After* Paragraph 4.275 3 line 5 *Insert:*

**Vertical clearance.** See 4.266.

Vietnamese Notice 288/19 [NP30-No 106-Wk 03/20]

**Vietnam - Approaches to Mekong River -  
Long Khanh Point to Mui Vung Tau —  
Directions; wreck**

156

Paragraph 5.28 5 line(s) 1-3 *Replace by:*

- 5 ESE of a dangerous wreck (9°50'·50N 106°50'·70E), thence:

Hydropac 1102/20(93) [NP30-No 144-Wk 19/20]

**Vietnam - South coast - Can Tho — Depths**

159

Paragraph 5.47 3 lines 3-5 *Replace by:*

Between Nos 0 and 8 Light Buoys	2·1 m (2018)
Between Nos 8 and 10 Light Buoys	1·2 m (2018)
Between Nos 10 and 16 Light Buoys	2·4 m (2018)

Vietnamese Notice 222/2018 [NP30-No 34-Wk 49/18]

**Vietnam - Mekong River - Can Tho —  
Directions; channel**

159

*After* Paragraph 5.47 5 line 9 *Insert:*

A new channel, reported (2019) to be suitable for vessels greater than 100 m in length and 5 m in draught, has been dredged from Duyen Hai Sea Port. The channel leads initially NW for about 4¾ miles and then generally W for about 11 miles before reconnecting to the river about 7 miles NW of Long Khanh Point. The channel is marked by buoys (lateral and special).

H102 MV *Sichem Rio* [NP30-No 52-Wk 14/19]

**Vietnam - South coast - Mekong River -  
Can Tho — Anchorages**

159

*After* Paragraph 5.47 6 line 12 *Insert:*

**Anchorage.** Designated anchorage areas exist in Cua Dinh An as follows:

- In the vicinity of 9°36'·02N 106°15'·57E, depth about 6 m;
- In the vicinity of 9°44'·67N 106°06'·96E, depth about 6 m;
- In the vicinity of 9°45'·74N 106°05'·60E, depth about 8 m;
- In the vicinity of 9°55'·77N 105°54'·63E, depth about 8 m.

Vietnamese Notice 13/20 [NP30-No 130-Wk 12/20]

# NP30

## Vietnam – Song Sai Gon - Cua Soirap — Depths

161

Paragraph 5.56 2 lines 4–12 *Replace by:*

<i>Section of channel</i>	<i>Reported depth</i>
From No 0 Light Buoy (10°17'·12N 106°58'·68E) to No 15 Light Buoy (10°21'·78N 106°50'·82E)	7·5 m
3 From No 15 Light Buoy to Hiep Phuoc Terminal (10°38'·87N 106°44'·67E)	7·1 m
From Hiep Phuoc Terminal to No 74 Light Buoy (10°39'·91N 106°46'·02E)	7·8 m

Vietnamese Notice 95/18 [NP30-No 4-Wk 29/18]

## Vietnam – Approaches to Ho Chi Minh City - Nha Be River — Vertical clearances

162

Paragraph 5.65 1 line 13 *For* 55 m *Read* 45 m

GB Chart 1036/20 [NP30-No 131-Wk 14/20]

## Vietnam – Approaches to Ho Chi Minh City - Song Sai Gon — Directions; wreck

164

Paragraph 5.73 3 lines 5–6 *Replace by:*

The track then leads N through the fairway, passing:

Clear of a dangerous wreck (10°32'·80N 106°50'·95E).

Thence to a position 6½ cables NNW of Pointe An Thanh.

GB Chart 1039/20; ENC VN4SG102 [NP30-No 132-Wk 14/20]

## Vietnam – South coast - Song Sai Gon - Cua Soirap — Directions; light

165

Paragraph 5.77 2 line(s) 5–9 and 3 line(s) 1–5 *Replace by:*

...(10°17'·48N 106°55'·41E) to a position between No 7 (10°17'·99N 106°54'·27E) and No 8 Light Buoys (lateral).

**Direction light.** No 32A Beacon (red and white pillar, 23 m in height) (10°29'·85N 106°43'·46E).

The bearing (318·2°) of this light leads NW for about 12 miles, through a channel marked by light buoys (lateral) to a position between No 25 (10°27'·24N 106°45'·89E) and No 26 Light Buoys (lateral).

The recommended track then continues NNW for about 2½ miles, in the channel marked by light buoys (lateral), to a position in the vicinity of No 32 Light Buoy (10°29'·32N 106°44'·85E).

**Direction light.** No 26A Beacon (red and white pillar, 23 m in height) (10°26'·77N 106°45'·15E).

3 The bearing (174·7°), astern, of this light leads N for 5 miles through Nha Be River in the buoyed channel to the vicinity of No 44 Light Buoy (10°34'·10N 106°44'·41E) (lateral). Thence NNE and NE for about 1 mile to the vicinity of No 48 Light Buoy (10°34'·75N 106°44'·82E), where the river bends sharply to ESE. A ferry crosses the river at this bend.

Vietnamese Notice 261/18 [NP30-No 121-Wk 08/20]

## Vietnam – Approaches to Ho Chi Minh City - Nha Be River — Directions; light; vertical clearance

165

Paragraph 5.77 4 lines 1–6 *Replace by:*

4 The recommended track then leads NNW for 2 miles through Nha Be River in the buoyed channel to a position abeam No 64 Light Beacon (10°37'·10N 106°46'·07E), where the river bends N, and is spanned by an overhead power cable (5.65) with a safe vertical clearance of 45 m.

GB Chart 1036/20 [NP30-No 133-Wk 14/20]

## Vietnam – Song Cai Mep — Berth; depth

166

Paragraph 5.82 1 lines 12–13 *Replace by:*

**Berth.** A continuous quay of 600 m in length with a minimum depth of 11 m.

Vietnamese Notice 70/18 [NP30-No 5-Wk 29/18]

## Vietnam – Vung Tau — Anchorages; wrecks

167

*After* Paragraph 5.90 2 line 12 *Insert:*

**Caution.** Numerous dangerous wrecks lie within some anchorages and pilot waiting areas.

Vietnamese Chart VN3GR001/16 [NP30-No 112-Wk 03/20]

## Vietnam – South coast - Vung Tau — Berths; depths

167

Paragraph 5.93 2 line(s) 1–5 *Replace by:*

2 **Cat Lo.** Numerous wharfs lie on the S side of the river at Cat Lo. The largest (10°24'·78N 107°07'·61E) is 250 m long with a depth alongside of approximately 6 m. Vessels up to 6000 dwt, 135 m LOA, and breadth 20 m can be accommodated.

Vietnamese Notice 91/2019 [NP30-No 67-Wk 25/19]

## Vietnam – South-east coast - Ho Chi Minh City — Depths

170

Paragraph 5.127 1 line(s) 7 *For* 11·2 *Read* from 7·5 to 10·0

Vietnamese Notice 126/19 [NP30-No 68-Wk 30/19]

**Vietnam – South-east coast – Mui Vung Tau —  
Directions; wreck**

172

After Paragraph 5.146 1 line(s) 5 *Insert*:

Clear of a dangerous wreck (10°16'55N  
107°08'10E), thence:

Hydropac 727/19(93) [NP30-No 51-Wk 13/19]

**Vietnam – South-east coast – Vinh Dinh –  
Vinh Tan — Depths; anchorages**

174

Paragraph 5.161 1-2 *Replace by*:

- 1 **General Information.** A harbour (11°17'97N  
108°48'47E) enclosed by two breakwaters, from which  
lights are exhibited, serves a power station  
predominantly with coal, located in the NW part of  
Vinh Dinh (5.160).

**Controlling depth.** The channels and depths are  
subject to frequent change, Local authorities should be  
consulted for the latest information.

**Pilotage.** Pilots board in the vicinity of 11°17'65N  
108°54'00E.

- 2 **Development.** Works are in progress (2017) NE of  
the harbour.

**Directions.** The harbour is approached between Mui  
Sung Trau (5.160) and Banc de Breda (5.160), noting the  
dangerous wrecks 1¼ miles S, 2¼ miles SE and 3 miles  
ESE of Mui Sung Trau. The track then leads W, passing N  
of Banc de Breda, through a buoyed channel to the harbour  
entrance, from where the berths can be approached  
directly.

**Anchorages** V 7 to V 10, centred on 11°17'76N  
108°52'03E, are situated S of the buoyed channel.

**Berths.** The harbour consists of three berths and a  
small jetty.

Vietnamese Notice V1/171/20

[NP30-No 165-Wk 51/20]

**Vietnam – Cam Ranh —  
Directions; buoyage; wreck**

179

Paragraph 5.205 1-7 *Replace by*:

- 1 From the pilot boarding position (5.197) about  
1½ miles N of Hon Chut, the recommended track  
(345°) leads NNW through a fairway marked by light  
buoys (lateral), passing:
- 2 ENE of the rocky bank fronting Hon Trung  
(11°49'00N 109°12'09E). The summit of the dark  
rocky island is covered with vegetation. The channel  
between Hon Trung and Mui Ca Tien is encumbered  
by the rocky banks extending respectively 1½ cables  
SW and ½ cable NE from each and an isolated rock  
awash 2½ cables W of Hon Trung. Thence:

WSW of the bank fronting the SW side of Dao Tagne  
(5.191), thence:

- 3 ENE of Bai Tun Rock (11°50'01N 109°11'32E),  
fronting Mui Bai Hom, thence:  
ENE of Hon Lo Ong Gia (Hon Lo-Hongia)  
(11°51'13N 109°11'07E), the rocky bank  
3 cables NE of Mui Bai Nan, thence:  
WSW of a naval base (11°52'60N 109°13'57E),  
thence:

Clear of a dangerous wreck (11°52'35N  
109°11'78E).

- 4 The track then leads to a position WSW of Mui  
Hon Lan (11°52'90N 109°12'20E), which is steep-to.  
The recommended track (270°) then leads W in a  
fairway, marked by light buoys (lateral), for about  
1½ miles.

The recommended track then divides W or NW  
towards the berths located within Cam Ranh.

- 5 **Useful marks:**

Building (white, square) (11°50'20N 109°13'88E).  
Harbour Entrance Control Post (white) (11°52'94N  
109°12'30E), close to Vinh Cam Ranh Ba Ngoi  
Light (5.184).

- 6 Banc de Da Bac tower (black and white bands)  
(11°53'11N 109°08'82E).

Pointe Bai-Sau Light (white conical tower, black  
band, 8 m in height) (11°54'65N 109°12'34E).

Vietnamese Notice 116/20 [NP30-No 158-Wk 36/20]

**Vietnam – East coast – Approaches to Quy Nhon  
— Directions; wreck**

185

After Paragraph 5.262 1 line 2 *Insert*:

ENE of a dangerous wreck (13°45'37N  
109°21'68E), thence:

Hydropac 4011/19 [NP30-No 107-Wk 03/20]

**Vietnam – Quy-Nhon — Depths**

186

Paragraph 5.265 1 lines 1-5 *Replace by*:

- 1 **Controlling depth.** The entrance channel and main  
channel within the harbour are dredged to a depth of  
11.0 m, however, less water has been reported (2018).  
The local authority should be contacted for the  
latest depth information.

Vietnamese Notice 90/18 [NP30-No 6-Wk 29/18]

**Vietnam – Quy-Nhon — Depths**

186

Paragraph 5.265 1 line(s) 1-5 including Existing Section IV  
Week 29/18 *Replace by*:

- 1 **Controlling depth.** The entrance channel and main  
channel within the harbour are dredged to a least  
depth of 10.1 m (2019). Shoaler depths exist within  
the channel and the local authority should be  
contacted for the latest depth information.

Vietnamese Notice 81/2019 [NP30-No 63-Wk 24/19]

# NP30

## Vietnam - South central coast - Quy-Nhon — Directions; anchorages

186

Paragraph 5.266 1 lines 2–5 *Replace by:*

**Outer anchorages.** Two areas are established, centred on 13°44'·27N 109°15'·90E and 13°43'·19N 109°15'·75E, with depths reported (2019) to be less than charted, good holding. A dangerous wreck and cables lie in the S part of the S anchorage. During the NE monsoon an uncomfortable swell sets into the anchorages.

Paragraph 5.268 1 lines 4–6 *Replace by:*

**Approach and entry.** From a position S of Hon Kho (13°42'·84N 109°18'·14E) the track leads W, passing:

Paragraph 5.268 2 lines 1–4 including existing Section IV Notice Week 38/19 *Replace by:*

S of Hon Kho, thence:

S of Mui Yen (13°45'·22N 109°17'·28E) (5.264), thence:

S of a dangerous wreck (13°42'·97N 109°16'·01E).

The track then leads N to the vicinity of Light Buoy O (safe water), 2 miles S of Pointe Sud, passing:

E of a dangerous wreck (13°42'·74N 109°14'·87E), marked by a light buoy (isolated danger).

Vietnamese Notice 253/19 [NP30-No 102-Wk 48/19]

## Vietnam - East coast - Quy-Nhon — Directions; wreck

186

Paragraph 5.268 2 line(s) 2 *Replace by:*

S of Mui Yen (13°45'·22N 109°17'·28E) (5.264), thence:

N of a dangerous wreck (13°42'·97N 109°16'·01E).

Vietnamese Notice V1 177/19; GB Chart 3874/16  
[NP30-No 92-Wk 38/19]

## Vietnam - Vung Xuan Dai — Anchorage

187

Paragraph 5.276 6 lines 1–8 *Replace by:*

- 6 **Anchorage** may be obtained in depths of 10 to 17 m in Vung Xuan Dai, within the designated anchorage areas which lie N of Hon Yen.

Vietnamese Notice 51/20 [NP30-No 141-Wk 18/20]

## Vietnam - East coast - Approaches to Da Nang — Directions; light

190

After Paragraph 5.293 1 line 6 *Insert:*

Cu Lao Cham Light (yellow four-sided tower on yellow building, 12 m in height) (15°57'·38N 108°32'·20E) (124°–357°).

Paragraph 5.294 3 line(s) 5–8 *Replace by:*

NE of the bank (15°57'·33N 108°32'·41E) fronting Cu Lao Cham (5.312). The NE part of the island gives excellent radar response at 40 miles and a light (5.293) is exhibited from the NE point. Thence:

UKHO; GB Chart 3988 [NP30-No 139-Wk 17/20]

## Vietnam - South China Sea - Dung Quat — Depths; anchorage; pilotage

190

After Paragraph 5.295 3 line(s) 9 *Insert:*

### Limiting conditions 5.295a

- 1 **Controlling depths.** The least depth in the main entrance channel is 13·8 m close SW of the N breakwater. The depths in the channels to the terminals are as follows:

The branch channel leading S to the shipyard was dredged to 8·5 m (2014).

- 2 The branch channel leading SE to Terminal 1 was dredged to 8·8 m (2017). The channel leading S from this channel was dredged to 8·0m (2019).

The branch channel leading E to the Petroleum Port was dredged to 11·9 m (2018).

Paragraph 5.296 1 *Replace by:*

- 1 **Outer anchorage** A rectangular anchorage area is centered on 15°29'·30N 108°45'·10E with depths of 24 to 31 m, mud. Shoaler depths are found in the SE part of the anchorage. An explosives dumping ground lies close SE of the anchorage.

**Pilotage** for the oil jetty is compulsory. The pilot boards in the vicinity of 15°26'·51N 108°45'·73E.

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

**Local knowledge** is required.

Vietnamese Notice 66/19; ENC VN4DQ001  
[NP30-No 53-Wk 21/19]

## Vietnam - North-east coast - Dung Quat — Restricted area

190

Paragraph 5.296 1 including Existing Section IV Notice Week 21/19 *Replace by:*

- 1 **Outer anchorage.** A rectangular anchorage area is centered on 15°29'·30N 108°45'·10E with depths of 24 to 31 m, mud. Shoaler depths are found in the SE part of the anchorage. An explosives dumping ground lies close SE of the anchorage.



**Pilotage** for the oil jetty is compulsory. The pilot boards in the vicinity of 15°26'51N 108°45'73E.

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

<sup>2</sup> **Local knowledge** is required.

**Restricted area.** Entry is restricted in the area surrounding Dung Quat Petroleum Port (5.299).

Vietnamese Notice 148/19 [NP30-No 81-Wk 34/19]

### Vietnam - South central coast - Dung Quat — Directions

190

Paragraph 5.298 <sup>1</sup> lines 1–5 *Replace by:*

<sup>1</sup> From the vicinity of the pilot boarding position (5.296) and DQ0 Light Buoy (15°26'23N 108°45'38E), where there is a least depth of 13.2 m, the track leads SE, passing:

Vietnam Notice 262/18 [NP30-No 38-Wk 03/19]

### Vietnam - East coast - Ky Ha-Quang Nam Port — Pilotage

193

Paragraph 5.311 <sup>3</sup> lines 3–5 *Replace by:*

**Pilotage** is compulsory. Pilots board in position 15°29'75N 108°42'83E.

Vietnam Notice 08/20 [NP30-No 129-Wk 10/20]

### Vietnam - East coast - Approaches to Đà Nẵng - Cù Lao Cham — Anchorages; rocks

193

*After Paragraph 5.312 <sup>2</sup> line 8 Insert:*

**Caution.** A dangerous underwater rock lies 2½ miles SSE of Hon Giai and Rạn Manh, an underwater rock, lies 8 cables WSW of Hon Tai in the S approaches to these anchorages. See also 5.290.

UKHO [NP30-No 140-Wk 17/20]

### Vietnam - North-west of Đà Nẵng - Vung Chan May — Directions; major light

196

*After Paragraph 6.15 <sup>1</sup> line 7 Insert:*

Chan May Light (red and white tower on yellow building, 14 m in height) (16°20'30N 108°01'04E).

Vietnamese Notice 160/19 [NP30-No 88-Wk 36/19]

### Vietnam - Gulf of Tonkin - Mui Lay — Directions; light

196

*After Paragraph 6.15 <sup>1</sup> line 9 Insert:*

Mui Lay Light (grey 4-sided tower on building, 12 m in height) (17°05'00N 107°06'62E).

Vietnamese Chart 1000-01 [NP30-No 65-Wk 24/19]

### Vietnam - Gulf of Tonkin - Cua Viet — Pilotage

197

*After Paragraph 6.26 <sup>2</sup> line 10 Insert:*

**Pilotage.** The pilot boards in an area centred on 16°55'80N 107°13'30E.

Vietnamese Notice 175/20 [NP30-No 164-Wk 51/20]

### Vietnam - Gulf of Tonkin - Mui Lay — Directions; light

198

*After Paragraph 6.31 <sup>1</sup> line 1 Insert:*

Mui Lay Light (17°05'00N 107°06'62E) (6.15).

Vietnamese Chart 1000-01 [NP30-No 66-Wk 24/19]

### Vietnam - Gulf of Tonkin - Mui Lay to Mui Ron Ma — Directions; wreck

198

Paragraph 6.32 <sup>1</sup> line 2 *For NNW Read NW*

Paragraph 6.32 <sup>1</sup> line 5 *For WSW Read SW*

*After Paragraph 6.32 <sup>2</sup> line 3 Insert:*

NE of a dangerous wreck (17°46'00N 106°44'00E), position approximate, thence:

Vietnamese Notice 46/20 [NP30-No 138-Wk 17/20]

### Vietnam - Gulf of Tonkin - Nghi Sơn — Anchorages; pilotage; restricted and prohibited areas

202

Paragraph 6.60 lines 1–2 *Replace by:*

<sup>1</sup> **Outer anchorages.** Designated anchorages are centred on:

19°22'61N 105°52'91E.

19°17'84N 105°56'53E.

**Pilotage.** A pilot boarding area, swept to a depth of 10.5 m (2018), has been established centred on 19°19'14N 105°52'33E, radius 1 mile.

Pilots for the SPM berth board within an area, radius 1 mile, centred on 19°18'75N 106°07'15E.

<sup>2</sup> **Restricted area.** A marine reserve (19°20'80N 105°54'55E) encompasses the waters of Hon Mé (6.69) and the islets nearby. For details on restrictions contact the local authorities.

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**Prohibited areas.** Anchoring and fishing are prohibited within an area encompassing the SPM berth and its pipelines.

Unauthorised vessels are not allowed to enter an area, 5 cables in radius, centred on the SPM berth.

Vietnamese Chart 40013/2017

[NP30-No 114-Wk 03/20]

### Vietnam – Gulf of Tonkin – Nghi Son — Directions; wreck

202

Paragraph 6.62 *1* line 4 *Replace by:*

...(19°16'·63N 105°50'·65E), passing NE of a dangerous wreck (19°16'·30N 105°50'·75E) marked by TD Light Buoy (isolated danger). Thence the track continues...

Vietnamese Chart 40013/2017

[NP30-No 115-Wk 03/20]

### Vietnam – Gulf of Tonkin – Nghi Son — Berths

202

*After* Paragraph 6.63 *1* line 8 *Insert:*

- 2 **Refinery and Petrochemical Terminal.** Four berths in total. The outer berths, 230 m in length, are the longest.

**SPM Berth.** It has been reported that vessels up to 300 000 dwt can be accommodated.

Vietnamese Chart 40013/2017

[NP30-No 116-Wk 03/20]

### Vietnam – Gulf of Tonkin – Hon Mé — Anchorages

203

Paragraph 6.69 *3* lines 1–7 *Replace by:*

- 3 **Marine reserve.** See 6.60.  
**Anchorages.** See 6.60.

Vietnamese Chart 40013/2017

[NP30-No 117-Wk 03/20]

### Vietnam – Gulf of Tonkin – Lach Truong to Hon Dau — Directions; wrecks

205

Paragraph 6.86 *2* lines 3–8 *Replace by:*

The track then leads NE, passing:

NW of a dangerous wreck (19°51'·00N 106°27'·00E), thence:

NW of a dangerous wreck (20°01'·02N 106°33'·01E), thence:

To a position SE of the banks and shoals fronting the mouth of Song Ca. The track then leads NNE, passing:

Paragraph 6.86 *3* lines 3–8 *Replace by:*

...pipeline to the shore NNW, and:

WNW of a dangerous wreck (20°13'·42N 106°50'·13E), thence:

WNW of a dangerous wreck (20°15'·90N 106°54'·50E), position approximate, thence:

GB Chart 3990

[NP30-No 101-Wk 44/19]

### Vietnam – Gulf of Tonkin – Approaches to Song Ca — Anchorage

205

*After* Paragraph 6.88 *3* line 6 *Insert:*

**Anchorage.** A designated anchorage area (19°57'·81N 106°14'·44E) is situated SE of Cua Lac Giang; mud, depths from 11 to 13 m.

Vietnamese Notice 290/19

[NP30-No 108-Wk 03/20]

### Vietnam – Gulf of Tonkin – Approaches to Song Ca — Anchorage

205

*After* Paragraph 6.88 *3* line 6 including existing Section IV Notice Week 03/20 *Insert:*

**Anchorage.** Two designated anchorage areas lie SE of Cua Lac Giang, centred on 19°57'·81N 106°14'·44E and 19°57'·14N 106° 16'·20E; mud, depths from 11 to 16 m.

Vietnamese Notice 85/20

[NP30-No 147-Wk 26/20]

### Vietnam – Haiphong — Depth

207

Paragraph 6.98 *1* line 2 *For* 7·0 *Read* 6·3

Vietnamese Notice 75/18

[NP30-No 7-Wk 29/18]

### Vietnam – North-east coast – Haiphong — Depths

207

Paragraph 6.98 *1* including Existing Section IV Week 29/18 *Replace by:*

- 1 From the vicinity of the pilot boarding station (20°39'·52N 107°00'·19E) (6.105) to the beginning of the Luong Hai Phong channel: 10·5 m.

Within Luong Hai Phong channel to Ben Pha Got (6.117): controlling dredged depth 13·6 m.

The controlling depth from Ben Pha Got to Bach Dang is 6·7 m.

- 2 **Caution.** Shoaler depths have been reported (2019) within Luong Hai Phong. Contact local authorities for information on the latest depths.

Vietnamese ENC VN4HP002

[NP30-No 79-Wk 33/19]

**Vietnam - Haiphong - Luong Hai Phong —  
Vertical clearance**

207

Paragraph 6.102 1 line 4 *For 58 m Read 50 m*

Vietnamese Notice 152/18 [NP30-No 18-Wk 37/18]

**Vietnam - Haiphong — Vertical clearance**

207

After Paragraph 6.102 1 line 8 *Insert:*

A bridge (20°48'·37N 106°50'·41E) spans Cua Nam Trieu (6.90) with a vertical clearance of 12 m.

Vietnamese Notice 120/18 [NP30-No 13-Wk 31/18]

**Vietnam - North-east coast - Approaches to  
Hai Phong — Vertical clearances**

207

Paragraph 6.102 1 including Existing Section IV Notices Week 37/18 and 31/18 *Replace by:*

- 1 The following overhead cables span the main approach channel:

Across Luong Hai Phong (20°48'·31N 106°54'·45E), with a vertical clearance of 50 m at the centreline and 42 m E of the channel.

Across the canal bisecting Dao Ha Nam (20°48'·40N 106°52'·40E), with a vertical clearance of 45 m.

A bridge (20°48'·37N 106°50'·41E) spans Cua Nam Trieu (6.90) with a vertical clearance of 12 m.

Bach Dang Bridge (20°50'·89N 106°45'·95E) spans Bach Dang with a vertical clearance of 45 m.

Paragraph 6.102 2 line 3 *For 28 m Read 24 m*

GB Chart 3882 [NP30-No 61-Wk 22/19]

**Vietnam - North-east coast - Approaches to  
Hai Phong — Vertical clearance**

207

Paragraph 6.102 2 line(s) 3 Existing Section IV Week 22/19 *For 28 m Read 23 m*

ENC VN4HP007 [NP30-No 64-Wk 24/19]

**Vietnam - Approaches to Haiphong —  
Vertical clearances**

207

Paragraph 6.102 1-2 including existing Section IV Notices Weeks 22/19 and 24/19 *Replace by:*

- 1 The following overhead cables span the main approach channel:

Across Luong Hai Phong (20°48'·31N 106°54'·45E), with a vertical clearance of 50 m at the centreline and 42 m E of the channel.

Across the canal bisecting Dao Ha Nam (20°48'·40N 106°52'·40E), with a vertical clearance of 55 m.

A bridge (20°48'·37N 106°50'·41E) spans Cua Nam Trieu (6.90) with a vertical clearance of 12 m.

Bach Dang Bridge (20°50'·89N 106°45'·95E) spans Bach Dang with a vertical clearance of 45 m.

- 2 Bridges spanning Song Cam have vertical clearances as follows:

BINH Bridge (20°52'·53N 106°40'·05E) — 22 m.

KIEN Bridge (20°54'·80N 106°37'·41E) — 25 m.

Overhead cables spanning Song Cam have vertical clearances as follows:

At 20°52'·84N 106°38'·57E — 22 m;

At 20°54'·67N 106°37'·42E — 25 m.

Vietnamese Chart 50008/19 [NP30-No 109-Wk 03/20]

**Vietnam - North-east coast -  
Haiphong — Anchorage**

207

After Paragraph 6.104 1 line 7 *Insert:*

A designated anchorage area lies SSE of the pilot boarding position, centred on 20°36'·37N 106°53'·21E.

Vietnam Maritime Safety - North Notice 07/2019 [NP30-No 47-Wk 07/19]

**Vietnam - North-east coast -  
Hai Phong — Anchorages**

207

Paragraph 6.104 1 including existing Section IV Notice Week 07/19 *Replace by:*

- 1 **Caution.** When at anchor beware of thieves.  
**Anchorages.** Vessels waiting to enter Hai Phong should anchor as near to Hon Dau (20°40'·03N 106°48'·94E) as their draught will permit. If there is a heavy swell it is recommended that vessels drawing up to 5.8 m anchor in the entrance to Baie d'Apowan (20°43'·00N 107°02'·60E) (6.134).

- 2 A designated anchorage lies SSE of the pilot boarding position, centred on 20°36'·37N 106°53'·21E. Lach Huyen No 1 anchorage areas lie E of the main channel (6.117) as follows:

Zone 1 (20°41'·70N 107°00'·10E) for vessels between 30 000 and 50 000 dwt.

Zone 2 (20°42'·57N 106°59'·40E) for vessels between 10 000 and 20 000 dwt.

Zone 3 (20°43'·74N 106°58'·57E) for vessels of 5000 dwt.

Vessels to be lightened may use the anchorage in Vinh Ha Long (20°54'·00N 107°05'·00E) (6.157).

Vietnamese Notice 295/19 [NP30-No 118-Wk 04/20]

**Vietnam - North-east coast -  
Haiphong — Pilotage**

207

Paragraph 6.105 1 lines 3-5 *Replace by:*

...stationed on Hon Dau (20°40'·03N 106°48'·94E).

There are two pilot boarding areas:

A pilot boarding area within the S half of a circle, radius 2 miles, centred on 20°39'·97N 106°51'·29E;

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A pilot boarding area centred on 20°39'·52N 107°00'·19E.

Vietnamese ENC VN4HP002

[NP30-No 80-Wk 33/19]

### **Vietnam - North-east coast - Hai Phong — Prohibited area; submarine pipeline**

208

After Paragraph 6.106 3 *Insert:*

- 4 **Prohibited area.** Anchoring is prohibited within an area (20°52'·07N 106°40'·72E) surrounding a submarine pipeline.

Vietnamese Notice 76/19

[NP30-No 60-Wk 22/19]

### **Vietnam - North-east coast - Approaches to Hai Phong — Development**

208

Paragraph 6.109 1 *Replace by:*

**Spare  
6.109**

GB Chart 3882

[NP30-No 62-Wk 22/19]

### **Vietnam - Approaches to Haiphong — Directions; pilotage; buoyage**

209

Paragraph 6.116 1 lines 1–13 *Replace by:*

- 1 From the vicinity of 20°39'·00N 106°51'·50E in the pilot boarding area (6.105), 2½ miles ESE of Hon Dau, the track leads E passing:

S of a stranded wreck (20°39'·78N 106°52'·25E); a dangerous submerged wreck lies close NW. They are marked by a light buoy (isolated danger); Thence:

N of a dangerous wreck (20°38'·00N 106°55'·70E). A second dangerous wreck (20°37'·63N 106°56'·87E), position approximate, reported (1999) lies 1 mile ESE.

The track then continues to the vicinity of HP0 Light Buoy (safe water) (20°39'·14N 107°01'·40E), SE of the entrances to both Luong Hai Phong and Luong Nam Trieu.

Paragraph 6.117 1-2 *Replace by:*

- 1 **Main channel.** From the above position, the track then leads NW through a channel marked by light buoys (lateral), passing:  
NE of a dangerous wreck (20°46'·50N 106°55'·60E), position approximate.
- 2 **Leading Lights A and B:**  
Dao Cong Front Light A (white beacon) (20°49'·92N 106°53'·45E).  
Dao Cong Rear Light B (similar structure) (5½ cables from front light).

Paragraph 6.118 1-4 *Replace by:*

- 1 From the vicinity of HP0 Light Buoy (safe water) (20°39'·14N 107°01'·40E) the track leads WNW, passing:

Clear of NT0 Light Buoy (safe water) (20°43'·35N 106°55'·12E), thence:

Between NT1 and NT2 Light Buoys (lateral) (20°43'·85N 106°54'·30E), marking the entrance of the channel.

- 2 The channel, marked by light buoys (lateral), then continues WNW and NNW, passing beneath a bridge (6.102) to a position off the W entrance to Luong Hai Phong Canal (6.117).

- 3 **Useful marks:**

Den Aval Light Beacon (white column, black bands, 12 m in height) (20°45'·79N 106°51'·18E).

Den Bai Cat Beacon (green, lattice) (20°46'·62N 106°49'·87E).

(Directions continue at 6.119)

Vietnamese Chart 50007/19

[NP30-No 110-Wk 03/20]

### **Vietnam - Haiphong - Luong Hai Phong — Anchorages**

210

Paragraph 6.120 1 lines 5–6 *Replace by:*

...1¾ miles NW. A further anchorage area lies on the W side of the fairway, centered on 20°48'·00N 106°54'·50E.

Two additional anchorage berths lie up to 5 cables N of BG2 Light Buoy.

Vietnam Notice 141/18

[NP30-No 14-Wk 34/18]

### **Vietnam - Approaches to Haiphong — Anchorages and moorings**

209-210

Paragraph 6.120 1-3 including existing Section IV Notice Week 34/18 *Replace by:*

- 1 **Luong Hai Phong.** There are seven anchorages in Luong Hai Phong, numbered BG3 to BG9, in a line on the E side of the fairway.

Two additional anchor berths lie up to 5 cables N of BG3 Anchorage.

- 2 **Luong Pha Rung.** Designated anchorages are situated on both sides of the fairway.

Mooring buoys for deeper-draught vessels up to 15 000 gt discharging to lighters are available upstream of BINH Bridge (20°52'·53N 106°40'·05E).

Vietnamese Chart 50008/19

[NP30-No 111-Wk 03/20]



**Vietnam - Outer Approaches to Haiphong -  
Cat Hai — Directions; development**

210

After Paragraph 6.120 3 line 3 *Insert*:

**Haiphong International Gateway Port  
6.120a**

- 1 Haiphong International Gateway Port, also known as Haiphong International Container Terminal or Lach Huyen Gateway Port, is built on reclaimed land to the S of Ben Pha Got (6.117). The approach channel is dredged to 14 m with an alongside depth of 16 m. Current berth length is 750 m with plans to extend in the future. A turning circle lies off the berths, also dredged to 14 m, marked by buoys (cardinal).

- 2 **Port Authority.** Haiphong International Container Terminal  
Website. [www.lachhuyen.com](http://www.lachhuyen.com)

Vietnamese Notice 152/18 [NP30-No 19-Wk 37/18]

**Vietnam - Gulf of Tonkin - Approaches to  
Quang Ninh — Directions; wreck**

212

After Paragraph 6.142 1 line 2 *Insert*:

Clear of a wreck (20°38'25N 107°17'51E), depth 14 m, thence:

Vietnamese Notice 162/18 [NP30-No 20-Wk 38/18]

**Vietnam - Gulf of Tonkin - Quang Ninh — Depth**

213

Paragraph 6.151 4 line 6 *For* 8.4 m *Read* 6.9 m

Vietnam Notice 111/18 [NP30-No 15-Wk 34/18]

**Vietnam - Quang Ninh Port — Berths**

213

After Paragraph 6.151 4 line 6 *Insert*:

- 5 Ha Long Cruise Terminal (20°56'88N 107°03'80E), located on the W side of the entrance channel, serving the Ha Long Sun World resort. The jetty extends ESE, then SSE, from the coast. There are two berths with a total berthing length of 1200 m. Vessels with LOA up to 330 m can be accommodated, depth alongside about 14 m.

**Caution.** An isolated depth of 8 m (20°56'86N 107°03'85E) (2018) lies in the approach to the E berth.

Vietnamese Notice 208/18 [NP30-No 32-Wk 47/18]

**Vietnam - Gulf of Tonkin -  
Archipel des Fai Tsi Long -  
Passe du Casque — Anchorage**

216

After Paragraph 6.174 1 line 7 *Insert*:

**Passe du Casque**

**6.174a**

- 1 An anchorage area (20°52'91N 107°16'52E) is situated in Passe du Casque, NW of Le Casque (20°52'65N 107°16'91E) (6.165), in depths of 7 to 14 m. Shoaler depths exist in the SE corner of the anchorage.

Vietnamese Notice 12/20 [NP30-No 134-Wk 14/20]

**Vietnam - Gulf of Tonkin -  
Archipel des Fai Tsi Long — Directions; light**

216

After Paragraph 6.180 1 line 3 *Insert*:

Den Co To Light (20°59'96N 107°45'45E) (yellow 4-sided concrete tower on a building, 16 m in height).

Vietnamese Notice 224/2018 [NP30-No 35-Wk 49/18]

**Vietnam - Gulf of Tonkin - Archipel des Fai Tsi  
Long — Directions; light**

218

After Paragraph 6.196 1 line 7 *Insert*:

Den Co To Light (20°59'96N 107°45'45E) (6.180)

Vietnamese Notice 224/2018 [NP30-No 36-Wk 49/18]

**China - Gulf of Tonkin - Fangcheng Gang —  
Anchorages; wreck**

219

Paragraph 6.208 1 line 6 *Replace by*:

...tonnages; depths from 18 to 20 m. A wreck (21°22'67N 108°25'84E) lies on the W edge of the anchorage.

Chinese Notice 13/506/18 [NP30-No 8-Wk 29/18]

**China - Gulf of Tonkin -  
Fangcheng Gang — Pilotage**

219

Paragraph 6.209 *Replace by*:

- 1 Pilotage is compulsory and available 24 hours, subject to tidal variation. Pilots board in the following positions:

No 1 — 21°20'00N 108°22'67E;  
No 2 — 21°22'00N 108°22'67E;  
No 3 — 21°27'00N 108°23'40E;  
No 4 — 21°25'50N 108°19'10E.

- 2 Pilots may also board in the quarantine anchorage areas (6.208).

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

Chinese Notice C1 28/1052/20 [NP30-No 156-Wk 35/20]

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## China - Gulf of Tonkin - Qinzhou Wan — Anchorage; wreck

224

Paragraph 7.18 1 line 7 *Replace by:*

...50 000 dwt. A dangerous wreck, reported (2019), lies in the NW corner of the anchorage.

Chinese Notice C1 23/828/20

[NP30-No 149-Wk 30/20]

## China - Gulf of Tonkin - Qinzhou — Pilotage

224

Paragraph 7.18 3 line(s) 1-4 *Replace by:*

- 3 **Pilotage** is compulsory and available 24 hours. The pilot boarding places are:
- No 1 (outer) — 21°06'·80N 108°34'·50E;
  - No 2 (outer) — 21°18'·00N 108°37'·60E;
  - No 1 (inner) — 21°25'·22N 108°38'·77E;
  - No 2 (inner) — 21°29'·50N 108°39'·50E;
  - No 3 (inner) — 21°29'·50N 108°37'·20E.

Chinese Notice C1 28/1053/20

[NP30-No 157-Wk 35/20]

## China - Gulf of Tonkin - Beihai Gang — Depth

227

Paragraph 7.34 1 line(s) 1 *Replace by:*

- 1 The approach channel has a least charted depth of about 8 m.

Paragraph 7.34 1 line 1 *For 9·3 m Read 8 m*

Chinese Chart 16752

[NP30-No 78-Wk 33/19]

## China - Gulf of Tonkin - Tieshan Gang — Controlling depths; pilot boarding; harbour

229

Paragraph 7.63 1 line(s) 1-2 *Replace by:*

- 1 **Controlling depths.** The following least charted depths exist within the main channel at Tieshan Gang:
- From the pilot boarding position (7.64) to No 12 Light Buoy (7.66) - 14·6 m;
  - From No 12 to No 16 Light Buoy (7.66) - 11·9 m;
  - From No 16 to No 22 Light Buoy (starboard hand) (21°30'·80N 109°36'·31E) - 6·9 m;
  - From No 22 Light Buoy to the berths at Shitou Bu (7.67) - 9·4 m.

Chinese Chart 16721/19

[NP30-No 89a-Wk 36/19]

## China - Gulf of Tonkin - Tieshan Gang — Anchorage

229

Paragraph 7.64 1 lines 1-9 *Delete*

Chinese Notice 30/1252/18

[NP30-No 16-Wk 35/18]

## China - Gulf of Tonkin - Tieshan Gang — Controlling depths; pilot boarding; harbour

229

*After* Paragraph 7.64 2 line 4 *Insert:*

**Pilotage.** Pilot boards at 21°20'·41N 109°34'·31E, NNW of No 2 Light Buoy (special).

Paragraph 7.65 1 line(s) 1-9 *Replace by:*

- 1 **General layout.** The port consists of four main areas, each constructed on reclaimed land extending SE and E from the W side of Tieshan Gang as follows:

Guangxi LNG Terminal (7.67);  
Sinopec Beihai Refining and Chemical Area (7.67);  
Tieshan Terminal (7.67);  
Shitou Bu Area (7.67).

- 2 With the exception of berths at Sinopec Beihai Refining and Chemical Area, all berthing areas are approached directly from the main channel.

**Development.** Significant development of the port is underway (2019) in the following areas:

At Shenhua Guohua Guangtou Behai Power Station Area (21°31'·88N 109°35'·86E). Further reclamation is underway WSW of the berthing area;

- 3 At Shitou Bu Area, S of the coal wharf (7.69) and in an area on the E side of the river in the same vicinity;

In the vicinity of 21°36'·80N 109°34'·10E, NNW of Shitou Bu.

The port serves a developing industrial area close to it which belongs to Beihai (7.32).

Chinese Chart 16721/19

[NP30-No 89b-Wk 36/19]

## China - Gulf of Tonkin - Tieshan Gang — Anchorage

229

Paragraph 7.64 2 line 5 including existing Section IV Notice Week 36/19 *Replace by:*

**Anchorage** (21°16'·39N 109°28'·68E) in about 18 m. The W section is L-shaped and reserved for vessels from 10 000 to 50 000 gt. Vessels greater than 50 000 gt anchor in the NE part of the anchorage. The E corners of the area are marked by light buoys (special).

- 2 **Pilotage.** Pilot boards at 21°20'·41N 109°34'·31E, NNW of No 2 Light Buoy (special).

**Local knowledge** is required.

Chinese Notice C1 23/829/20

[NP30-No 150-Wk 30/20]

## China - Gulf of Tonkin - Tieshan Gang — Directions

229-230

Paragraph 7.66 1-3 *Replace by:*

- 1 **Approaches.** From a position about 11 miles NE of Weizhou Dao (21°02'·60N 109°06'·70E) the track leads ENE, passing:

SSE of a shoal bank (21°15'·96N 109°19'·00E) with a depth of 5·4 m, thence:

Clear of a dangerous rock (21°14'·88N 109°25'·93E), thence:

- 2 SSE of a coastal bank (21°20'·47N 109°32'·57E) with a depth of 1·6 m.

Thence the track leads to the vicinity of the pilot boarding position (7.64).

**Entrance channel.** From the pilot boarding position, the channel, marked by light buoys (lateral), leads NNW for approximately 6½ miles, passing:

- 3 WSW of Xi Sha (21°26'·00N 109°35'·70E), a large shoal bank whose SW-most extremity is marked by E1 Light Buoy (starboard hand), thence:

WSW of a drying patch (21°25'·62N 109°33'·44E), thence:

WSW of a shoal (21°26'·55N 109°33'·06E), fringing the E side of the main channel.

- 4 The track then leads to a position in the vicinity of No 12 Light Buoy (port hand) (21°27'·11N 109°32'·62E). Vessels proceeding to the LNG berth (7.67) may approach the terminal directly, passing S of L2 Light Buoy (S cardinal) (21°27'·05N 109°32'·51E) and clear of a light buoy (special).

**Main channel to Tieshan Terminal.** The track then continues NNE within the buoyed channel, passing: WNW of Zhongjian Sha (21°27'·95N 109°34'·47E), a large drying bank, and:

- 5 ESE of Daniu Shi Light (white round concrete tower, 14 m in height) (21°28'·30N 109°32'·90E), marking the S side of the channel to Sinopec Beihai Refining and Chemical Area (7.67).

The track then continues to the vicinity of No 16 Light Buoy (preferred channel to starboard) (21°29'·17N 109°33'·75E), from where Tieshan Terminal (7.67) may be approached directly.

- 6 **Tieshan Terminal to Shitou Bu.** The track then passes SSE of No 16 Light Buoy and continues NE, then NNE, through the main channel, passing:

ESE of the development at Shenhua Guohua Guangtuo Behai Power Station Area (7.65).

The track then continues NNE to the vicinity of No 24 Light Buoy (21°32'·36N 109°36'·55E), thence NNW to a position off Shitou Bu Area (7.67).

Chinese Chart 16721/19

[NP30-No 90-Wk 36/19]

### China - Gulf of Tonkin - Tieshan Gang — Side channel

230

After Paragraph 7.66 5 line 8 *Insert*:

#### Side channel

##### 7.66a

- 1 **Directions for Sinopec Beihai Refining and Chemical Area.** From a position E of Daniu Shi Light (7.66) a narrow channel, 60 m in width, leads WNW to the terminal. Depths in the channel are from 5·5 to 6·0 m.

Chinese Chart 16721/19

[NP30-No 91a-Wk 36/19]

### China - Gulf of Tonkin - Tieshan Gang — Directions; buoyage; depths

230

Paragraph 7.66a existing Section IV Notice Week 36/19  
*Replace by:*

#### Side channel

##### 7.66a

- 1 **Directions for Sinopec Beihai Refining and Chemical Area.** From a position E of Daniu Shi Light (7.66) a narrow channel, with a least depth of 5·5 m, marked by light buoys (lateral), leads WNW to the terminal, passing:

SSW of an isolated shoal (21°28'·35N 109°33'·05E) with a depth of 4·6 m, thence:

- 2 NNE of a dangerous rock (21°28'·27N 109°32'·97E); a light beacon (special) lies close WNW. Thence:

SSW of a dangerous rock (21°28'·74N 109°32'·11E) on the N edge of the channel.

Chinese Chart 16722/19

[NP30-No 135-Wk 16/20]

### China - Gulf of Tonkin - Tieshan Gang — Directions

229-230

Paragraph 7.66 1-5 including existing Section IV Notices Weeks 36/19 and 16/20 *Replace by:*

- 1 **Approaches.** From a position about 11 miles NE of Weizhou Dao (21°02'·60N 109°06'·70E) the track leads ENE, passing:

SSE of a shoal bank (21°15'·96N 109°19'·00E) with a depth of 5·4 m, thence:

Clear of a dangerous rock (21°14'·88N 109°25'·93E), thence:

Clear of an anchorage area (21°16'·39N 109°28'·68E) (7.64), thence:

- 2 SSE of a coastal bank (21°20'·47N 109°32'·57E) with a depth of 1·6 m.

Thence the track leads to the vicinity of the pilot boarding position (7.64).

**Entrance channel.** From the pilot boarding position, the channel, marked by light buoys (lateral), leads NNW for approximately 6½ miles, passing:

- 3 WSW of Xi Sha (21°26'·00N 109°35'·70E), a large shoal bank whose SW-most extremity is marked by E1 Light Buoy (starboard hand), thence:

WSW of a drying patch (21°25'·62N 109°33'·44E), thence:

WSW of a shoal (21°26'·55N 109°33'·06E), fringing the E side of the main channel.

- 4 The track then leads to a position in the vicinity of No 12 Light Buoy (port hand) (21°27'·11N 109°32'·62E). Vessels proceeding to the LNG berth (7.67) may approach the terminal directly, passing S of L2 Light Buoy (S cardinal) (21°27'·05N 109°32'·51E) and clear of a light buoy (special).

**Main channel to Tieshan Terminal.** The track then continues NNE within the buoyed channel, passing: WNW of Zhongjian Sha (21°27'·95N 109°34'·47E), a large drying bank, and:

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- 5 ESE of Daniu Shi Light (white round concrete tower, 14 m in height) (21°28'·30N 109°32'·90E), marking the S side of the channel to Sinopec Beihai Refining and Chemical Area (7.67).

The track then continues to the vicinity of No 16 Light Buoy (preferred channel to starboard) (21°29'·17N 109°33'·75E), from where Tieshan Terminal (7.67) may be approached directly.

- 6 **Tieshan Terminal to Shitou Bu.** The track then passes SSE of No 16 Light Buoy and continues NE, then NNE, through the main channel, passing:

ESE of the development at Shenhua Guohua Guangtuo Beihai Power Station Area (7.65).

The track then continues NNE to the vicinity of No 24 Light Buoy (21°32'·36N 109°36'·55E), thence NNW to a position off Shitou Bu Area (7.67).

- 7 **Useful marks:**

Yingpan Light (white 4-sided framework beacon, 24 m in height) (21°27'·64N 109°26'·54E).

Yingpan Southward Light (beacon, square topmark, 6 m in height) (21°26'·95N 109°26'·43E).

Rugen Conservation Boundary Mark No 1 (yellow beacon with yellow cross topmark) (21°30'·00N 109°38'·20E).

Shatian Gang South-eastward Light (metal framework beacon) (21°30'·74N 109°39'·90E).

Duida Tou Light (white 4-sided metal pipe framework tower, 34 m in height) (21°31'·12N 109°39'·27E).

## Side channel

### 7.66a

- 1 **Directions for Sinopec Beihai Refining and Chemical Area.** From a position E of Daniu Shi Light (7.66) a narrow channel, with a least depth of 5.5 m, marked by light buoys (lateral), leads WNW to the terminal, passing:

SSW of an isolated shoal (21°28'·35N 109°33'·05E) with a depth of 4.6 m, thence:

- 2 NNE of a dangerous rock (21°28'·27N 109°32'·97E); a light beacon (special) lies close WNW. Thence:

SSW of a dangerous rock (21°28'·74N 109°32'·11E) on the N edge of the channel.

Chinese Notice C1 23/829/20 [NP30-No 151-Wk 30/20]

## China - Gulf of Tonkin - Tieshan Gang — Basin and berths

### 230

Paragraph 7.67 1-2 including heading *Replace by:*

## Basins and berths

### 7.67

- 1 **Anchorage** may be obtained, in depths from 6 to 9 m, mud and sand, ENE of Coal Wharf (21°35'·00N 109°35'·10E) at Shitou Bu.

**Alongside berths.** Main berths are as follows:

**Guangxi LNG Terminal** (21°26'·93N 109°31'·91E) consists of a single berth, length 400 m, depth alongside approximately 14 m.

- 2 **Sinopec Beihai Refining and Chemical Area** (21°29'·08N 109°31'·18E) consists of two LPG berths for medium sized vessels. Total length 300 m, depth alongside about 5 m.

**Tieshan Terminal** (21°29'·27N 109°33'·09E) consists of numerous berths for bulk and container cargoes. Total length 1700 m, depths 12 to 15 m.

**Shitou Bu Area** consists of Coal Wharf, length 320 m, depths 6 to 8 m.

Chinese Chart 16721/19 [NP30-No 91b-Wk 36/19]

## China - Hainan Dao - Qiongzhou Haixia — Traffic regulations

### 232

*After Paragraph 7.81 1 line 10 Insert:*

- 2 **Regulations.** Foreign vessels must make the passage through Qiongzhou Haixia between sunrise and sunset, and their speed must not exceed 10 kn.

It is prohibited for foreign vessels to use radar, drop or drag anchor, take photographs or conduct surveys in Qiongzhou Haixia. If, due to restricted visibility, a vessel is required to use radar, it should report this to VTS and obtain permission.

MV *Clipper Triumph* [NP30-No 142-Wk 18/20]

## China - Hainan Dao - Macun Gang — Pilotage

### 235

Paragraph 7.95 1 lines 21-22 *Replace by:*

**Pilotage** is compulsory. The pilot boarding places are No 1 (20°02'·27N 110°01'·73E), located within the No 1 and Quarantine Anchorage, and No 2 (19°59'·40N 110°02'·60E).

Chinese Chart 15852 [NP30-No 31-Wk 45/18]

## China - Qiongzhou Haixia - Chengmai Wan - Macun Gangqu — Directions

### 235

Paragraph 7.97 1-3 *Replace by:*

### Major light:

Yubao Jiao Light (19°59'·50N 109°56'·49E) (7.85).

**Entrance channel.** From the vicinity of Macun No 1 Light Buoy (20°06'·10N 110°02'·83E) the track leads S through a channel marked by light buoys (lateral), passing:

E of Nos 1 to 3 Anchorages (7.95), thence:

E of a shoal spit marked by No 10A Light Buoy (port hand) (19°59'·41N 110°03'·13E).

- 2 The track then leads SW to a position between Nos 12A and 13 Light Buoys (lateral).

Channels marked by light buoys (lateral) then lead SSW to Hua'neng Hainan Electricity Company Coal Wharf (19°57'·76N 110°01'·91E) and SW, thence SSW to Macun basin (19°57'·50N 110°01'·25E).

A channel, marked by light buoys (lateral), continues WSW, then S, to the W quay (19°57'·34N 110°00'·67E).

Chinese Notice 3/69/19 [NP30-No 49-Wk 09/19]



**China - Hainan Dao - North coast -  
Puqian Wan — Anchorage**

238

Paragraph 7.108 2 line(s) 2-9 *Replace by:*

**Anchorage** may be obtained, in depths from 4 to 8 m, stiff mud, in the W part of the bay, S of Baisha Qiantan. Anchorage may also be obtained, in depths from about 5 to 10 m, mud, in the anchorage area (20°04'50N 110°31'42E) SW of the E headland of the bay. An underwater rock lies in the S part of the designated anchorage.

Chinese Chart 15799

[NP30-No 77-Wk 33/19]

**China - Yulin Jiao - Basuo Gang and  
approaches — Directions; wreck**

241

Paragraph 7.132 3 lines 1-3 *Replace by:*

- 3 WNW of two wrecks in positions 19°05'99N 108°33'64E and 19°07'00N 108°32'00E, fronting Yulin Jiao (19°06'00N 108°36'77E), thence:

Chinese Notice 13/507/18

[NP30-No 9-Wk 29/18]

**China - Gulf of Tonkin - Hainan Dao -  
Basuo Xingangqu — Directions; depths**

241

Paragraph 7.135 including heading *Replace by:*

**Basuo Xingangqu  
7.135**

- 1 **Description.** Basuo Xingangqu (19°03'40N 108°37'31E) is a man-made harbour on W coast of Hainan Dao, lying 3 miles S of Basuo Gang (7.136). The harbour consists of N and S parts divided by a central breakwater. N harbour has a petrochemical terminal on N side. S harbour has a deep-water berth on S side. Each part of the harbour has its own approach channel and there is a turning area off each of the berths.

- 2 **Controlling depths.** Least charted depths in the approach channels to Basuo Xingangqu are as follows:

S Harbour Channel (19°03'14N 108°35'70E);  
11.9 m;

N Harbour Channel (19°03'60N 108°35'86E);  
9.8 m.

Shoaler depths may exist near the extremities of the channels. Contact local authority for the latest information.

- 3 **S Harbour Leading Lights:**

Front light (grey 4-sided framework tower with triangular topmark, point up, 30 m in height) (19°03'16N 108°37'88E).

Rear light (similar structure, triangular topmark, point down, 48 m in height) (4¼ cables from front light).

- 4 From a position in the vicinity of Huadian No 0 Light Buoy (19°03'06N 108°33'50E) (starboard hand), the alignment (090°) of these lights leads E through a channel, marked by light buoys (lateral), to the S Harbour berths.

**N Harbour Leading Lights:**

Front light (beacon with triangular topmark, point up, 26 m in height) (19°03'40N 108°37'81E).

- 5 Rear light (beacon with triangular topmark, point down, 37 m in height, ) (2¾ cables from front light).

From a position about 7 cables N of Huadian No 0 Light Buoy (starboard hand), the alignment (096°) of these lights leads E through a channel, marked by light buoys (lateral), to a position S of the W end of N Breakwater (19°03'57N 108°37'16E), from where a light is exhibited. From this position, the petrochemical terminal berths may be approached directly.

- 6 **Berths.** The deep water berth in S harbour lies on the inside of S Breakwater. It has a length of 280 m and a depth alongside of about 13 m. The petrochemical terminal lies on S side of N breakwater. It has two berths. W berth is 279 m in length; E berth is 121 m. W berth can accommodate vessels up to 50 000 gt, 229 m LOA, with a loading draught of 12.8 m. E berth is designed for smaller size chemical carriers, also with a loading draught of 12.8 m.

Chinese Chart 16522/20

[NP30-No 155-Wk 34/20]

**China - Hainan Dao - Basuo — Outer  
anchorage; wreck**

242

Paragraph 7.140 1 line(s) 4-5 *Replace by:*

No 1	19°07'18N 108°36'23E	Waiting. A wreck (19°06'76N 108°36'16E) lies in the S part of the anchorage.
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Chinese Notice 25/819/19

[NP30-No 72-Wk 31/19]

**China - Gulf of Tonkin - Hainan Dao - Basuo  
Gang — Pilotage**

242

Paragraph 7.141 1 *Replace by:*

- 1 Pilotage is compulsory. The pilot boarding places are:

Within Anchorage No 1 (19°07'18N 108°36'23E) (7.140);

No 2 (19°06'25N 108°34'00E);

No 4 (19°04'50N 108°32'78E).

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

Chinese Chart 16510/19

[NP30-No 136-Wk 16/20]

# NP30

## China - Gulf of Tonkin - Hainan Dao - Basuo Gang — Pilotage

242

Paragraph 7.141 including existing Section IV Notice  
Week 16/20 *Replace by:*

- 1 Pilotage is compulsory. The pilot boarding places  
are:

Within Anchorage No 1 (19°07'·18N 108°36'·23E)  
(7.140);  
No 2 (19°06'·25N 108°34'·00E);  
No 3 (19°03'·50N 108°32'·50E);  
No 4 (19°04'·50N 108°32'·80E).

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

Chinese Notice 16/548/20 [NP30-No 145-Wk 23/20]

## China - South coast - Yangpu — Pilotage

244

Paragraph 7.167 1-2 *Replace by:*

- 1 Pilotage is compulsory, pilots are provided from  
Haikou. The pilot boarding places are:  
Within Anchorages Nos 1, 2 and 3 (7.166).  
No 1 (19°48'·80N 109°04'·20E).  
No 3 (19°45'·00N 109°07'·30E); within Anchorage  
No 8.  
No 4 (19°43'·20N 109°05'·50E).  
No 5 (19°44'·40N 109°02'·60E); close S of  
Anchorage No 7.  
2 No 6 (19°40'·80N 109°08'·80E); within Anchorage  
No 13.  
No 7 (19°50'·50N 109°08'·00E).  
No 8 (19°46'·80N 109°02'·00E); within Anchorage  
No 5.  
No 9 (19°43'·60N 109°08'·20E); within Anchorage  
No 10.

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

Chinese Chart 16561/19 [NP30-No 103-Wk 49/19]

## China - South coast - Yangpu to Lingao Jiǎo — Directions; wreck

246

Paragraph 7.185 1 line 4 *Delete*

Chinese Notice 24/1026/18 [NP30-No 12-Wk 29/18]

## China - Gulf of Tonkin - Hainan Dao - Sanya Wan — Anchorage

248

Paragraph 7.197 1 *Replace by:*

- 1 A jetty, belonging to the Hongtang Ridge Pacific  
Petroleum Company, in position 18°17'·94N  
109°15'·89E, lies on the W side of Sanya Wan. The  
T-shaped jetty is 275 m in length with a depth  
alongside of 9·1 m. The berth accepts tankers up to  
20 000 tonnes. An anchorage is centred about  
1½ miles S of the jetty, depth 12 to 20 m, mud and  
sand.

Chinese Chart 16310/18 [NP30-No 21-Wk 41/18]

## China - Hainan Dao - Sanya — Anchorage

248

Paragraph 7.202 2 line 4 *Replace by:*

8 18°15'·52N 109°25'·50E

UKHO [NP30-No 162-Wk 45/20]

## China - Hainan Dao - Sanya — Directions; lights

248-249

Paragraph 7.208 3 to 5 *Replace by:*

- 3 To a position NW of Xiaqing Zhou (18°13'·67N  
109°29'·10E).

The line of bearing 071·5° of Sanya Gang Direction  
Light (red triangle, point up, on 8-sided concrete  
tower, black stripe, 18 m in height) (18°14'·29N  
109°29'·91E), leads through the entrance channel,  
marked with light buoys (lateral), to a position about  
6½ cables from the light, where a branch of the  
fairway leads ESE towards Sanya Salvage Pier  
(18°13'·99N 109°29'·55E).

- 4 The main fairway continues ENE, to a position  
about 3½ cables from the light, where a branch of the  
fairway leads ESE to Turning Basin No 2 (18°14'·08N  
109°29'·85E).

The main fairway then continues ENE to Turning  
Basin No 3 (18°14'·26N 109°29'·79E).

Chinese Notice 19/818/18 [NP30-No 10-Wk 29/18]

## China - Hainan Dao - Lingshui Jiao — Directions; platform

249

Paragraph 7.219 2 lines 4-9 *Replace by:*

SE of a platform (18°19'·82N 110°01'·03E) from  
which a light is exhibited, and:

NW of an extensive area of explosives obstructions  
(18°15'·20N 110°04'·63E), thence:

Chinese Notice 38/1578/18 [NP30-No 23-Wk 42/18]

## China - South China Sea - Zhanjiang Gang — Prohibited area

255

After Paragraph 7.264 4 line 6 *Insert:*

**Prohibited area.** Entry is prohibited into an area E  
of the fairway, including several berths, centred on  
21°13'·30N 110°26'·20E.

Chinese Chart 15731 (2019) [NP30-No 137-Wk 17/20]

## China - South coast - Zhanjiang - Directions; lights; buoyage

257

Paragraph 7.275 4-6 *Replace by:*

- 4 SW of a rock (21°07'·22N 110°25'·91E), with a  
depth of 4·4 m, thence:

SW of a shoal (21°07'·74N 110°25'·36E) with a depth of 0·4 m, thence:

To a position about 2¾ cables N of No 42 Light Buoy (preferred channel to starboard) (21°07'·84N 110°24'·72E) at the S end of Dongtoushan Hangdao.

5 **Dongtoushan Dao Leading Lights:**

Front light (red triangle, point up, on red post, white concrete column, 37 m in height) (21°06'·75N 110°24'·76E).

Rear light (red triangle, point down, on similar structure, 42 m in height) (1¼ cables from front light).

6 The alignment (177·7°), astern, of these leading lights leads though the fairway, marked with light buoys, within Dongtoushan Hangdao (21°08'·60N 110°24'·70E), to a position WNW of Sha Wei Beacon (21°09'·45N 110°24'·95E) at the S end of Maxie Hangdao, passing:

7 W of a rock (21°09'·00N 110°24'·81E), depth 3·9 m, marked by No 44 Light Buoy, thence:  
W of a drying rocky patch (21°09'·39N 110°24'·84W) 1¼ cables SW of Sha Wei Beacon.

Chinese Chart 15732/19

[NP30-No 97-Wk 40/19]

**China - South coast - Zhanjiang -  
Directions; lights; buoyage**

257

Paragraph 7.275 4-6 including existing Section IV Notice Week 40/19 *Replace by:*

SW of a rock (21°07'·22N 110°25'·91E), with a depth of 4·4 m, thence:

SW of a shoal (21°07'·74N 110°25'·36E) with a depth of 0·4 m, thence:

To a position about 2¾ cables N of No 42 Light Buoy (preferred channel to starboard) (21°07'·84N 110°24'·72E) at the S end of Dongtoushan Hangdao.

5 **Dongtoushan Dao Leading Lights:**

Front light (red triangle, point up, on red post, white concrete column, 37 m in height) (21°06'·75N 110°24'·76E).

Rear light (red triangle, point down, on similar structure, 42 m in height) (1¼ cables from front light).

6 The alignment (177·7°), astern, of these leading lights leads though the fairway, marked with light buoys, within Dongtoushan Hangdao (21°08'·60N 110°24'·70E), to a position WNW of Sha Wei Beacon (21°09'·45N 110°24'·95E) at the S end of Maxie Hangdao, passing:

7 W of a rock (21°09'·00N 110°24'·81E), depth 3·9 m, marked by No 44 Light Buoy, thence:  
W of a drying rocky patch (21°09'·39N 110°24'·84E) 1¼ cables SW of Sha Wei Beacon.

Chinese Notice 37/1234/19

[NP30-No 99-Wk 44/19]

**China – Zhanjiang to Shui Dong —  
Directions; pilotage**

259

Paragraph 7.291 1 line(s) 8-9 *Replace by:*

To the vicinity of the pilot boarding place (7.299) and anchorages for Shui Dong, situated W of Dafangji Dao (21°23'·00N 111°11'·00E) (7.321).

Chinese Notice 25/817/19

[NP30-No 73-Wk 31/19]

**China - South China Sea -  
Shui Dong — Anchorage**

260

Paragraph 7.298 2 lines 2-4 *Replace by:*

<i>Anchorage</i>	<i>Position</i>	<i>Remarks</i>
No 1	21°22'·62N 111°08'·43E	Quarantine Anchorage. A V-AIS buoy (isolated danger) lies in the SW of the anchorage.

Chinese Notice C1 31/1161/20

[NP30-No 159-Wk 39/20]

**China – Shui Dong — Pilotage**

260

Paragraph 7.299 1 line(s) 4-5 *Replace by:*

21°23'·36N 111°07'·15E	All vessels; boarding radius 1 mile.
21°16'·97N 111°23'·59E	Tankers with draughts less than or equal to 19·8 m, boarding radius 2 miles.

Chinese Notice 25/817/19

[NP30-No 74-Wk 31/19]

**China - South coast - Shuidong —  
Bridge construction**

260

After Paragraph 7.301 1 line 3 *Insert:*

**Development  
7.301a**

1 A bridge is under construction (2019) in the vicinity of 21°29'·45N 111°03'·52E.

Chinese Chart 15713/19

[NP30-No 94-Wk 39/19]

**China – Shui Dong to Yangjiang —  
Directions; pilotage**

261

Paragraph 7.319 1 line(s) 1-9 *Replace by:*

1 From the vicinity of the pilot boarding place and anchorages for Shui Dong, situated W of Dafangji Dao (21°23'·00N 111°11'·00E) (7.321), the track leads ESE, passing:

Clear of a shoal (21°22'·07N 111°09'·49E), with a depth of 9·9 m, thence:

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SSW of Dafangji Dao, on which stands Dafangji Dao Light (7.289). Numerous light buoys (special) are moored in the vicinity of the island. Thence:  
Clear of a dangerous wreck (21°20'·89N 111°10'·43E), position approximate, thence:  
SSW of Xin Pai (21°22'·18N 111°14'·49E), a rock, thence:

Paragraph 7.319 2 line(s) 1–6 *Replace by:*

- 2 To a position S of Shui Dong SBM (21°20'·90N 111°24'·62E). The track then leads NE, passing:  
NW of Cefeng No 3 Light Beacon (special) (21°15'·44N 111°29'·70E), position approximate, thence:  
NW of Cefeng No 1 Light Beacon (special) (21°21'·98N 111°36'·50E). Numerous light buoys (special) are moored in the vicinity. Thence:

Paragraph 7.319 3 line(s) 5 *For* 111°47'·50E *Read* 111°47'·57E

Chinese Notices 25/817/19; 25/818/19; ENC's C1515711; C1415570 [NP30-No 75-Wk 31/19]

### China - Shui Dong to Yangjiang - South-east of Bohe Xingangqu — Directions; wind farm

261

Paragraph 7.319 1–3 including existing Section IV Notice Week 31/19 *Replace by:*

- 1 From the vicinity of the pilot boarding place and anchorages for Shui Dong, situated W of Dafangji Dao (21°23'·00N 111°11'·00E) (7.321), the track leads ESE, passing:  
Clear of a shoal (21°22'·07N 111°09'·49E), with a depth of 9·9 m, thence:  
SSW of Dafangji Dao, on which stands Dafangji Dao Light (7.289). Numerous light buoys (special) are moored in the vicinity of the island. Thence:  
Clear of a dangerous wreck (21°20'·89N 111°10'·43E), position approximate, thence:  
SSW of Xin Pai (21°22'·18N 111°14'·49E), a rock, thence:  
2 To a position S of Shui Dong SBM (21°20'·90N 111°24'·62E). The track then leads generally NE, passing:  
NW of a wind farm (21°14'·97N 111°29'·34E), under construction (2020), thence:  
NW of Cefeng No 1 Light Beacon (special) (21°21'·98N 111°36'·50E). Numerous light buoys (special) are moored in the vicinity. Thence:  
Clear of a dangerous wreck (21°24'·46N 111°36'·43E), position approximate, thence:  
SE of a rock (21°29'·93N 111°39'·44E), with a depth of 12·8 m, thence:  
3 SE of a rock (21°30'·69N 111°40'·73E), with a depth of 11·8 m, thence:  
SE of a dangerous wreck (21°32'·50N 111°46'·18E), thence:  
To the pilot boarding place (21°33'·00N 111°47'·57E) for Yangjiang.

Chinese Notice 3/89(T)/20 [NP30-No 128-Wk 09/20]

### China - South coast - Yangjiang to Gaolan — Pilotage; bouyage

263

Paragraph 7.344 1 *Replace by:*

- 1 From the pilot boarding place (21°33'·00N 111°47'·57E) (7.334) for Yangjiang the route leads SE for 4 miles to a position S of Dajiao Zui (21°33'·90N 111°51'·25E), then E for 55 miles to a position SE of Weijia Dao (21°34'·50N 112°48'·00E), then NE for 29 miles to the vicinity of A1 Light Buoy (21°47'·13N 113°14'·16E) at the start of the entrance channel for Gaolan.

Chinese Chart 15511; GB Chart 1568

[NP30-No 83-Wk 35/19]

### China - South coast - Yangjiang to Gaolan — Directions; pilotage; buoyage

264

Paragraph 7.350 1 lines 1–2 *For* 21°33'·00N 111°47'·50E *Read* 21°33'·00N 111°47'·57E

Paragraph 7.350 6 lines 6–7 *Replace by:*

The track then leads to the vicinity of A1 Light Buoy (21°47'·13N 113°14'·16E) at the start of the entrance channel for Gaolan.

Chinese Chart 15511; GB Chart 1568

[NP30-No 84-Wk 35/19]

### China - South coast - Taidian — Depth

265

Paragraph 7.359 1 line 6 *For* 13·3 m *Read* 12·1 m

Paragraph 7.359 1 line 8 *For* 3·8 m *Read* 3·7 m

Chinese Chart 15522

[NP30-No 39-Wk 03/19]

### China - Huangmao Hai - T'an Chiang - Yamen Daqiao Bridge — Vertical clearance; anchorages

266

After Paragraph 7.360 2 line 5 *Insert:*

**Vertical clearance.** Yamen Daqiao Bridge (22°13'·15N 113°05'·20E), charted clearance 48 m above MSL, and two sets of overhead cables, the first of unknown clearance and the second of 59 m clearance, span the river near its south end. Other bridges and overhead cables span the river farther upstream.

Paragraph 7.360 3 lines 2–3 *Replace by:*

#### Anchorages:

- Waiting and Typhoon Anchorage lies E of Dajin (21°52'·23N 113°01'·28E).  
Anchorage 1 (22°14'·20N 113°04'·75E), about 1 mile NNW of Yamen Daqiao Bridge.  
Anchorage 2 (22°16'·24N 113°04'·47E), about 3 miles NNW of Yamen Daqiao Bridge.

Chinese Chart 15492/18

[NP30-No 22-Wk 41/18]



**China - South coast - Gaolan — Pilotage****267**Paragraph 7.369 1 lines 4-6 *Delete*Paragraph 7.369 1 lines 7-9 *For* No 2 21°53'·50N 113°12'·50E *Read* 21°53'·50N 113°12'·50E

Chinese Chart 15511

**[NP30-No 85-Wk 35/19]****China - South China Sea - Gaolan — Pilotage****267**Paragraph 7.369 1 including existing Section IV Notice Week 35/19 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours a day. The pilot boarding places are:
  - No 1 (21°47'·70N 113°15'·40E) for vessels greater than 13 m in draught or 250 m LOA.
  - No 2 (21°53'·50N 113°12'·50E) for vessels less than 7 m in draught other than chemical and oil tankers.
- 2 No 3 (21°53'·50N 113°13'·50E) for chemical and oil tankers.  
Waiting and Typhoon Anchorage (21°52'·31N 113°04'·06E).  
For further information see *ADMIRALTY List of Radio Signals Volume 6(6)*.

ENC CN484301

**[NP30-No 143-Wk 19/20]****China - South China Sea - Gaolan — Pilotage****267**Paragraph 7.369 including existing Section IV Notice Week 19/20 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours a day. The pilot boarding places are:
  - No 1 (21°47'·70N 113°15'·40E) for vessels greater than 13 m in draught or 250 m LOA;
  - No 2 (21°50'·20N 113°14'·00E) for vessels less than 7 m in draught other than chemical and oil tankers;
  - No 3 (21°53'·50N 113°11'·50E) for chemical and oil tankers;
  - No 4 (21°53'·50N 113°12'·80E);
- 2 Waiting and Typhoon Anchorage (21°52'·31N 113°04'·06E).

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

Chinese Notice 16/537/20

**[NP30-No 146-Wk 23/20]****China - South coast - Gaolan —  
Directions; buoyage****267**Paragraph 7.375 1 line 1 *For* No 1 *Read* A1Paragraph 7.376 1 lines 1-2 *Replace by:*

- 1 From the vicinity of A1 Light Buoy (21°47'·13N 113°14'·16E) the track leads NNW.

*After* Paragraph 7.376 3 line 9 *Insert:*

Thence the track continues NNW to the vicinity of No 27 Light Buoy (21°56'·19N 113°11'·95E) where the channel divides. Branches lead NW through Sanjiaoshan Men, NNW to the power station turning basin (21°57'·60N 113°10'·95E), or N then NE into an area of wharves.

Chinese Chart 15511

**[NP30-No 86-Wk 35/19]****China - South coast - Gaolan to Dahengqin Dao  
— Directions; buoyage****268**Paragraph 7.379 1 *Replace by:*

- 1 From the vicinity of A1 Light Buoy (21°47'·13N 113°14'·16E), at the entrance channel for Gaolan, the route leads ENE for 20 miles to a position S of Dahengqin Dao (22°04'·90N 113°33'·00E).

Paragraph 7.384 1 lines 1-2 *Replace by:*

- 1 From the vicinity of A1 Light Buoy (21°47'·13N 113°14'·16E), at the entrance channel for Gaolan, the track leads ENE, passing:

Chinese Chart 15511

**[NP30-No 87-Wk 35/19]****China - South China Sea - Zhujiang Kou -  
Guishan Dao — Pilotage****272**Paragraph 8.11 1 lines 1-4 *Replace by:*

- 1 There are several pilot boarding positions, situated W, SW and SSE of Guishan Dao (22°07'·92N 113°49'·42E):  
For Tonggu Channel at 22°05'·00N 113°51'·00E, 22°05'·98N 113°50'·03E and 22°04'·50N 113°51'·00E.

Chinese Chart 15300/18

**[NP30-No 40-Wk 05/19]****China - Jiuzhou Gang — Controlling depths;  
vertical clearance; horizontal clearance****275**Paragraph 8.39 1 line 2 *Replace by:*

...has depths from 1·5 to 3·2 m below the main span of the Hong Kong to Zhuhai-Macao Bridge and a least depth of 2·1 m NW of the bridge.

Paragraph 8.40 lines 1-3 *Replace by:*

- 1 Jiuzhougang Hangdao (8.39) has a vertical clearance of 40 m below the main span of the Hong Kong to Zhuhai-Macao Bridge (HZMB) (8.72).  
Jianghai Hangdao (22°14'·90N 113°38'·90E) has a vertical clearance of 24·5 m below the Hong Kong to Zhuhai-Macao Bridge.  
Qingzhou Hangdao (22°17'·00N 113°43'·90E) has a vertical clearance of 42 m below the Hong Kong to Zhuhai-Macao Bridge.

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After Paragraph 8.41 1 line 3 Insert:

## Horizontal clearance

### 8.41a

- 1 The Hong Kong to Zhuhai-Macao Bridge (HZMB) (8.72), has a horizontal clearance of 170 m (designed 210 m) below the main span in Jiuzhougang Hangdao.

Jianghai Hangdao and Qingzhou Hangdao have a horizontal clearance of 173 and 318 m, respectively.

Chinese Notice 30/18 Section 1 Marine information pages 5-6 [NP30-No 17-Wk 35/18]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> December 2018*

## China - Hong Kong to Zhuhai-Macao Bridge — Regulations

275

After Paragraph 8.48 1 line 2 Insert:

When passing under the Hong Kong to Zhuhai-Macao Bridge, the designated channels must be used. Overtaking and crossing is prohibited within these channels.

Chinese Chart 15471 Ed. 6 2019 [NP30-No 104-Wk 51/19]

## China - Approaches to Hong Kong — Traffic Separation Scheme

281

Paragraph 8.112 1 Replace by:

- 1 **Dangan Channel and Lantau Channel Traffic Separation Schemes.** Dangan Channel TSS is IMO-adopted (1.43a); Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* applies.

Lantau Channel is not IMO-adopted. The Government of Hong Kong SAR, China, advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

IMO COLREG.2 Circ.71 25/05/18 [NP30-No 25-Wk 44/18]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> December 2018*

## China - Approaches to Hong Kong — Directions; Traffic Separation Scheme

284

Paragraph 8.139 3 line 3 For Dangan Shuidao TSS Read Dangan Channel TSS

IMO COLREG.2 Circ.71 25/05/18 [NP30-No 26-Wk 44/18]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> December 2018*

## China - Approaches to Hong Kong — Traffic Separation Scheme

285

Paragraph 8.154 Replace by:

- 1 From the vicinity of Precautionary Area No 1 (22°07'·10N 114°21'·60E), the route leads W through Dangan Channel TSS (8.112) for 14½ miles to its W end, SSE of a light beacon (22°09'·20N 114°05'·96E). The track then continues WSW, through Dangan Shuidao for 13 miles, to a position within the Guangzhou and Huangpu Large Vessels Anchorage and Typhoon Shelter No 13ZH, in the vicinity of the pilot boarding place (22°04'·85N 113°53'·50E), about 4 miles ESE of Dayapai Dao (22°04'·79N 113°48'·19E).

- 2 From the vicinity of Precautionary Area No 1 (22°07'·10N 114°21'·60E), the route leads W through Dangan Channel TSS Zone 1 for 7 miles, into No 2 Precautionary Area (22°07'·90N 114°13'·50E), where a light buoy (safe water) (22°07'·61N 114°13'·54E) has been established. From No 2 Precautionary Area, a route leads NW into the East Lamma Channel TSS (8.203).

- 3 From No 2 Precautionary Area, the track continues in the Dangan Channel TSS Zone 2 in a W direction for 5 miles. On leaving the TSS, S of a light beacon (22°09'·20N 114°05'·97E), the track leads through Dangan Shuidao in a WSW direction for a further 12 miles, passing WNW of Wailingding Dao, before entering No 13ZH pilotage, quarantine and typhoon anchorage for large vessels (22°04'·85N 113°53'·50E).

Dangan Channel TSS leads through Dangan Shuidao and is IMO-adopted.

IMO COLREG.2 Circ.71 25/05/18 [NP30-No 27-Wk 44/18]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> December 2018*

## China - Approaches to Hong Kong — Directions; Traffic Separation Scheme

285-286

Paragraph 8.161 1 line 3 For Dangan Shuidao TSS Read Dangan Channel TSS

Paragraph 8.161 1 lines 13-16 Replace by:

The track continues, passing S of a light beacon (22°09'·20N 114°05'·97E) (special) near the W end of Dangan Channel TSS.

IMO COLREG.2 Circ.71 25/05/18 [NP30-No 28-Wk 44/18]

**China – South approaches to Hong Kong -  
Dangan Shuidao — Directions; buoyage**

286

Paragraph 8.161 1 line(s) 9–10 *Replace by:*

...Dangandingxianzhi Light Vessel (22°07'·61N 114°13'·53E), thence:

Chinese Notice 25/816/19 [NP30-No 76-Wk 31/19]

**Hong Kong – Tathong Channel through  
Lei Yue Mun to Kau Yi Chau — Restricted area**

287

After Paragraph 8.175 4 line 5 *Insert:*

- 5 Entry is restricted to an area surrounding the Central Military Dock (22°17'·03N 114°09'·88E). The restricted area is composed of two zones; the Central Military Dock Inner Area and the Central Military Dock Outer Area. Entry into the Inner Area, marked by light buoys (special) and extending about ½ cable NNE from 22°17'·03N 114°09'·88E, is prohibited to all unauthorised vessels. Entry into the Outer Area, extending about 1 cable NNE from 22°17'·03N 114°09'·88E, is prohibited to all unauthorised vessels over 60 m in length. Vessels of 60 m in length or less may pass through the Outer Area but not anchor or berth.

Hong Kong Notice 109/19 [NP30-No 71-Wk 31/19]

**China – Hong Kong – East Lamma Channel —  
Traffic regulations**

292

Paragraph 8.209 2 lines 1–6 *Delete*

Hong Kong Notice 10/35/18 [NP30-No 11-Wk 29/18]

**Hong Kong – East Lamma Channel and  
Western Fairway — Directions; shoal**

292

Paragraph 8.213 1 line 9 *Replace by:*

...through East Lamma Channel TSS, passing NE of Lamma Patch (22°14'·83N 114°07'·35E), least depth 8 m and marked by light buoys (cardinal), thence through...

Hong Kong Chart 7501/19 [NP30-No 122-Wk 08/20]

**Hong Kong – Lamma Island -  
North Lamma Anchorage — Obstruction**

294

After Paragraph 8.226 1 line 1 *Insert:*

An obstruction (22°14'·81N 114°06'·88E) lies in the SE part of the anchorage.

Hong Kong Chart 7501/19 [NP30-No 123-Wk 08/20]

**Hong Kong – Passages south of  
Lantau Island — Depths**

295

Paragraph 8.229 1 lines 1–5 *Replace by:*

- 1 North-west Siu A Chau TSS - 6·5 m.  
North Cheung Chau TSS - 3·8 m, on the outer limit of the SW bound lane.  
South Cheung Chau TSS - 6·5 m.  
West Lamma Channel - 5·6 m.

Hong Kong Chart 7501/19 [NP30-No 124-Wk 08/20]

**Hong Kong – Black Point to  
Kau Yi Chau — Pilotage**

297

Paragraph 8.254 1 lines 1–2 *Replace by:*

- 1 See 8.167.

Hong Kong Chart 7501/19 [NP30-No 125-Wk 08/20]

**China - Hong Kong - Lantau Island —  
Marine park**

298

After Paragraph 8.255 4 *Insert:*

Sha Chau and Lung Kwu Chau Marine Park (22°21'·76N 113°53'·00E), marked by light buoys (special), surrounds the islands of Lung Kwu Chau (8.343), Pak Chau (8.343) and Sha Chau (8.268). No power driven vessel shall exceed speeds of 10 kn without the permission of the Country and Marine Parks Authority. Anchoring and mooring are prohibited within the marine park.

Chinese Chart 15431/19 [NP30-No 93-Wk 39/19]

**Hong Kong – Lantau Island - North-west coast  
— Regulations; prohibited areas**

309

Paragraph 8.322 1 line 7 *Replace by:*

**Prohibited areas.** Numerous areas that are prohibited to entry exist in the vicinity of the Hong Kong to Zhuhai-Macao Bridge (8.40). See also 8.255 for details of prohibited areas surrounding Hong Kong Airport.

Hong Kong Chart 7501/19 [NP30-No 126-Wk 08/20]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> December 2018*

**China - Hong Kong – Lantau Island —  
Anchorage; wreck**

309

Paragraph 8.328 2 lines 1–4 *Replace by:*

- 2 **Caution.** A wreck (22°11'·89N 113°48'·43E), reported (2011), lies on the S limit of area 21DY.

Chinese Notice 7/186/19 [NP30-No 50-Wk 12/19]

# NP30

## China - Hong Kong - Lantau Island — Anchorage

309

Paragraph 8.328 1-2 including existing Section IV Notice Week 12/19 *Replace by:*

- 1 Anchorage areas are as follows:  
Y1 No 21DY (22°12'26N 113°48'40E); general anchorage;  
Y2 No 22DY (22°13'05N 113°48'30E); general anchorage;  
No 1 Waiting Anchorage (22°15'72N 113°49'82E); quarantine.
- 2 **Caution.** A wreck (22°11'89N 113°48'43E), reported (2011), lies on the S limit of area Y1 No 21DY.

Chinese Notice 11/28/20 [NP30-No 148-Wk 27/20]

## China - South coast - Zhujiang Kou - Fanshi Shuidao — Bridge development

312

After Paragraph 8.373 1 line 2 *Insert:*

### Development 8.373a

- 1 The Shenzhen Zhongshan bridge is under construction (2019). An artificial island has been constructed in position 22°34'36N 113°45'86E. The bridge will span the channel from the artificial island W to the shore. The bridge is expected to be completed in 2024.

Chinese Notice 24/780 & 781/19  
[NP30-No 69-Wk 30/19]

## China - South coast - Zhujiang Kou - Fanshi Shuidao — Bridge development

313

After Paragraph 8.383 1 line 5 *Insert:*

### Development 8.383a

- 1 See 8.373a.

Chinese Notice 24/780 & 781/19  
[NP30-No 70-Wk 30/19]

## China - South coast - Zhujiang Kou — Directions; shoal; buoys

314

Paragraph 8.389 1 lines 5-8 *Replace by:*

Between Ma Zhou and Dachan Dao (22°30'67N 113°50'79E), thence:  
SW of a shoal (22°31'68N 113°49'51E), marked by light buoys (cardinal), thence:  
SW of Xiya Dao (22°32'84N 113°49'13E), from where Xiya Light (white concrete post, 3 m in height) is exhibited.

Paragraph 8.389 2 lines 1-7 *Replace by:*

- 2 Thence the track continues to lead NW to a position between No 1 Light Buoy (safe water) (22°32'97N 113°48'16E) and F2 Light Buoy (port hand) (22°32'63N 113°47'60E) marking the entrance to Fanshi Shuidao Channel. The track then leads NNW, passing:  
Between pairs of light buoys (lateral, numbered F3 to F18), marking the fairway, thence:

Chinese Chart 15447 [NP30-No 98-Wk 43/19]

## China - South coast - Zhujiang Kou - Zhouzi Wei — Bridge; vertical clearance

315

After Paragraph 8.405 1 line 3 *Insert:*

Nansha Bridge (Humen Second Bridge) (22°53'10N 113°33'88E), spans the river in the vicinity of Zhouzi Wei (8.420), and has a reported vertical clearance of 60 m.

Chinese Chart 15462/19 [NP30-No 95-Wk 40/19]

## China - Zhujiang - Shanban Zhou to Nizhou Tou - Chuanbi Shuidao — Directions; shoal; wreck

315

Paragraph 8.411 1 line(s) 1-11 *Replace by:*

- 1 From a position E of Shanban Zhou (22°43'03N 113°39'46E), the track leads generally NNW, through a channel marked by light buoys, passing:  
ENE of Shanban Zhou (8.374), from where a light (8.374) is exhibited, thence:  
ENE of a shoal patch (22°44'06N 113°39'18E), marked by No 3 Light Buoy (isolated danger), thence:  
WSW of a 5.9 m rock (22°44'78N 113°39'56E), marked by Chuanbijiao Light Buoy (S cardinal), thence:  
ENE of a dangerous wreck (22°45'80N 113°38'23E), position approximate, thence:  
Under Humen Bridge (8.405), thence:  
Clear of a ferry crossing (8.406), thence:  
ENE of shoals fronting Dahu Shan (8.409), thence through Dahu Shuidao.

GB Chart 344/19; ENC CN584232 (14.001)  
[NP30-No 120-Wk 06/20]

## China - South coast - Zhujiang Kou - Zhouzi Wei — Directions; wreck, bridge

315

After Paragraph 8.411 2 line 10 *Insert:*

E of a dangerous wreck (22°53'00N 113°34'00E), reported (2015), thence:  
Under Nansha Bridge (8.405).  
Thence the track continues N to a position SW of Nizhou Tou (22°53'96N 113°34'48E).

Chinese Chart 15462/19 [NP30-No 96-Wk 40/19]



**China - Zhujiang - Dahao Zhou to Guangzhou —  
Vertical clearances**

318

Paragraph 8.446 1 line(s) 2 *Replace by:*

...the river with a vertical clearance of 60 m in the main channel and 53 m in Boluomiao Shuidao (8.457).

Paragraph 8.446 1 line(s) 6 *For Xinxao Read Xinzao*

Paragraph 8.446 1 line(s) 8–11 *Replace by:*

...113°24'82E. A bridge, vertical clearance 41 m, spans the channel at 23°03'40N 113°24'90E.

Chinese Chart 15457/19 [NP30-No 54-Wk 21/19]

**China - Dahao Zhou to Guangzhou -  
Dong Hedao — Vertical clearance**

318

Paragraph 8.446 2 lines 5–7 *Replace by:*

**Dong Hedao.** There is a least vertical clearance of 8 m on this passage under the bridge that spans the river at 23°06'60N 113°18'62E.

Chinese Chart 15455 [NP30-No 160-Wk 39/20]

**China - Approaches to Hong Kong —  
Traffic Separation Scheme**

323

Paragraph 9.9 1 line 2 *For Shuidao Read Channel*

Paragraph 9.13 1 line 2 *For Shuidao Read Channel*

IMO COLREG.2 Circ.71 25/05/18  
[NP30-No 29-Wk 44/18]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> December 2018*

**China - Approaches to Hong Kong —  
Traffic Separation Scheme**

324

Paragraph 9.14 1 line 2 *For Shuidao Read Channel*

Paragraph 9.19 1 line 2 *For Shuidao Read Channel*

IMO COLREG.2 Circ.71 25/05/18  
[NP30-No 30-Wk 44/18]

**China - South coast - Mirs Bay — Pilotage**

328

Paragraph 9.43 1 lines 3–4 *Replace by:*

For Guangdong LNG Terminal at 22°28'08N 114°27'67E. It has been reported (2018) that the pilots prefer to board at 22°31'00N 114°25'50E via a tug;

Paragraph 9.43 2 lines 1–3 *Replace by:*

2 For Yantian Port Area in Pilotage Anchorage Area No 5 at 22°34'72N 114°19'19E;

UKHO [NP30-No 100-Wk 44/19]

**China - South coast - Mirs Bay — Pilotage**

328

Paragraph 9.43 1–2 including existing Section IV Notice Week 44/19 *Replace by:*

1 Pilotage is compulsory for all foreign vessels. The pilot boards in the following positions, dependent on destination and direction of approach:

For Guangdong Dapeng LNG Terminal at 22°28'08N 114°27'67E. If the local wind is greater than Force 6, or the wave height exceeds 2.5 m, the pilot may board or disembark LNG vessels in the LNG Vessels Special Anchorage (22°30'26N 114°27'83E);

In position 22°32'80N 114°23'60E;

In position 22°29'70N 114°26'54E;

2 For Yantian Port Area at 22°33'50N 114°20'20E or in Pilotage Anchorage Area No 5 (22°34'72N 114°19'19E);

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

UKHO [NP30-No 119-Wk 04/20]

**China - South coast - Mirs Bay -  
Shayuyong Gang — Directions; lights**

331

Paragraph 9.66 2–4 *Replace by:*

2 **Shayuyong Harbour.** From a position W of Ping Chau (22°32'58N 114°25'87E) the track leads N, passing close E of No 1 Light Buoy (starboard hand) (22°33'93N 114°23'79E), to the beginning of the entrance channel (22°35'65N 114°23'77E). The track then continues N through the channel marked by light buoys (lateral) to the berths.

3 **Useful mark:**

Light (7 m in height) exhibited from the head of Shayuchong Pier.

GB Chart 4128 [NP30-No 127-Wk 08/20]

**Hong Kong - Yantian Harbour -  
West of Crooked Island — Directions**

334

Paragraph 9.92 1 lines 1–9 *Replace by:*

**Track.** From a position about 1 mile NE of Kai Kung Tau (22°33'00N 114°19'00E) the track leads generally W into Yantian Harbour, passing:

Close S of Yantian Approach No 1 Light Buoy (starboard hand) (22°33'91N 114°18'70E), thence:

N of Crooked Island (22°32'70N 114°17'46E), thence:

N of a bank extending N into the harbour, the N-most extent of which is marked by No 8 Light Buoy (port hand) (22°33'66N 114°15'79E).

Chinese Notice 48/2091/18 [NP30-No 37-Wk 02/19]

# NP30

## China - South China Sea - Daya Wan — Pilotage

337

Paragraph 9.108 1-3 *Replace by:*

- 1 Pilotage is compulsory within Daya Wan for all foreign vessels, LPG vessels, petrol tankers and all oil tankers. The pilot boards in the following positions:  
Within No 1 Anchorage (22°24'·53N 114°34'·78E);  
Quarantine Anchorage;
- 2 Within No 9 Anchorage, in position 22°29'·79N 114°45'·80E;  
No 2 (22°29'·00N 114°44'·50E);  
Within No 7 Anchorage, in position 22°33'·48N 114°40'·80E;  
In position 22°34'·34N 114°36'·08E for Daya Wan Nuclear Power Plant;  
In Anchor Berth No 4 (22°36'·06N 114°37'·45E), for tankers and LPG vessels of less than 20 000 tons;
- 3 In Anchor Berth No 3 (22°36'·50N 114°35'·68E), for cargo vessels of less than 10 000 tons;  
No 2 (22°35'·50N 114°40'·00E);  
No 1 (22°38'·00N 114°36'·70E);  
In position 22°40'·50N 114°40'·70E, for Donglian Harbour.

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

Chinese Notice 39/1451/20 [NP30-No 163-Wk 48/20]

## China - South coast - Honghai Wan — Shoal

343

Paragraph 9.157 2 lines 1-6 *Replace by:*

- 2 ESE of Yuanzi Jiao (22°30'·67N 115°02'·49E), a shoal with a least depth of 10·1 m. Yadan Pai (22°30'·83N 115°01'·08E), a rock over which the sea sometimes breaks, lies 1¼ miles W. The rock is in two parts and steep-to. Thence:

Chinese Notice 28/937/19 [NP30-No 82-Wk 35/19]

## NP31 China Sea Pilot Volume 2 (2019 Edition)

### Indonesia - Kalimantan - Tanjung Datu — Directions; wreck

66

*After* Paragraph 2.11 2 line 2 *Insert:*

NNW of a stranded wreck (2°14'·06N 109°51'·00E), position approximate, reported (2019), thence:

UKHO [NP31-No 17-Wk 14/20]

## Malaysia - Sabah - North-west coast — Directions; platform

67

*After* Paragraph 2.14 6 line 5 *Insert:*

Clear of Petronas Floating LNG 2 (PFLNG2) platform (7°22'·95N 115°51'·08E), and:

Malaysian Notice 5/73/20 [NP31-No 26-Wk 28/20]

## Indonesia - Kalimantan - Pulau Bunguran - Selat Lampa — Directions; shoal depth

84

Paragraph 3.41 5 line 5 *Replace by:*

...3·3 m (3°35'·85N 108°11'·10E), thence:

GB Chart 1348/20 [NP31-No 19-Wk 15/20]

## Indonesia - Kalimantan - Alur Pelayaran Api — Directions; shoals

88

Paragraph 3.71 2 lines 8-9 *Replace by:*

NNW of shoal patches lying 14 miles and 12 miles W of Tanjung Datu (2°04'·76N 109°38'·52E), thence:

Indonesian Notice 9/107/20 [NP31-No 18-Wk 14/20]

## Malaysia - Sarawak - Kuching — Vertical clearance

95

*After* Paragraph 4.39 1 line 5 *Insert:*

A road bridge (1°33'·50N 110°23'·75E), vertical clearance unknown, spans Turnabout Reach in the vicinity of Biawak Oil Terminal (4.52), about 3 cables NW of Pending Point (4.21).

UKHO; Photoplot 10225 [NP31-No 28-Wk 48/20]

## Malaysia - Sarawak - Sungai Sarawak — Anchorage; light buoy

97

Paragraph 4.51 5 lines 1-5 *Replace by:*

- 5 **Dangerous cargo anchorage** (1°34'·79N 110°26'·04E) is centred 4 cables W of Tanjung Sedap. **Caution.** A lit, stranded wreck, further marked by a light beacon (special), reported ruined (2019), lies in the SW corner of the anchorage.

Malaysian Notice 8/200/19 [NP31-No 1-Wk 01/20]

## Malaysia - Sarawak - Muara Lassa — Directions; obstruction

108

Paragraph 4.127 1 line(s) 7 *For* 2°51'·80N 110°25'·15E *Read* 2°51'·80N 111°25'·15E

Paragraph 4.127 2 line(s) 1–2 *Replace by:*

2 E of Pasir Jungau (2°47'50N 111°24'00E), a drying bank. A stranded wreck (2°47'81N 111°24'78E) is situated near the E extent of Pasir Jungau. Thence: E of Pulau Patok (2°45'00N 111°23'75E).

Malaysian Notice 5/74/20 [NP31-No 27-Wk 28/20]

**Brunei - Tanjung Baram to Tanjung Batu —  
Directions; major light**

**121**

Paragraph 5.20 6 line(s) 5–6 *Replace by:*

Tanjung Kubong Light (5°24'72N 115°14'83E) (5.39).

ENC MY3C0864 6.013/19 [NP31-No 5-Wk 01/20]

**Brunei - Sungai Belait — Anchorage**

**122**

Paragraph 5.24 1 line 3 *Replace by:*

...Belait. Mooring buoys...

UKHO [NP31-No 2-Wk 01/20]

**Brunei - Seria Oil Terminal — Anchorage**

**122**

Paragraph 5.29 2 lines 3–4 *Replace by:*

...tankers using the SBMs. Tankers should not anchor outside this...

UKHO [NP31-No 3-Wk 01/20]

**Brunei - Lumut Terminal — Anchorage**

**123**

Paragraph 5.33 1 lines 7 *Replace by:*

...the LNG terminal.

UKHO [NP31-No 4-Wk 01/20]

**Brunei - Tanjung Batu to Tanjung Toulak —  
Directions; major light**

**124**

Paragraph 5.39 1 line(s) 10–11 *Replace by:*

Tanjung Kubong Light (white beacon, red stripes) (5°24'72N 115°14'83E).

Paragraph 5.41 2 line(s) 5–6 *Replace by:*

...Labuan, from which a light (white metal framework tower, red bands, 24 m in height) is exhibited. Tanjung Kubong Light (5.39) is situated about 1¼ miles N of the head. Foul ground with rocks, awash, on which the...

ENC MY3C0864 6.013/19 [NP31-No 6-Wk 01/20]

**Brunei - Approaches to Brunei Bay —  
Directions; major light**

**125**

Paragraph 5.49 1 line(s) 8 *For* 5°23'51N 115°15'03E *Read* 5°24'72N 115°14'83E

ENC MY3C0864 6.013/19 [NP31-No 7-Wk 01/20]

**Brunei - Approaches to Brunei Bay —  
Directions; major light**

**125**

Paragraph 5.52 2 line(s) 9–10 *Replace by:*

...(5.41) is exhibited; Tanjung Kubong Light (5.39) is situated about 1¼ miles N and a drying rock (5°24'63N 115°15'64E) lies 1¼ miles NNE. And:

ENC MY3C0864 6.013/19 [NP31-No 8-Wk 01/20]

**Malaysia - Sabah - Pulau Labuan —  
Directions; wreck**

**128**

Paragraph 5.71 2 lines 4–6 *Replace by:*

SE of a dangerous wreck (5°13'67N 115°12'23E), position approximate, reported (2019), thence:

Malaysian Notice 09/222/19 [NP31-No 9-Wk 01/20]

**Brunei - Brunei Bay - Muara —  
Vertical clearance**

**129**

Paragraph 5.83 1 line(s) 1–3 *Replace by:*

1 A bridge (5°00'31N 115°04'35E) links Pulau Muara Besar (5.80) to the mainland S of Muara (5.79). The vertical clearance is reported (2019) to be 28 m.

UKHO [NP31-No 10-Wk 01/20]

**Brunei - Brunei Bay - Muara — Directions**

**131**

Paragraph 5.96 1–4 including heading *Replace by:*

**Spare  
5.96**

Paragraph 5.97 1–4 including paragraph number *Replace by:*

**Spare  
5.97**

GB 2134 Ed.4 (2019) & GB 1844 Ed.4 (2019)  
[NP31-No 11-Wk 01/20]

# NP31

## Brunei - Brunei Bay - Muara — Directions

### 131-132

Paragraph 5.98 1-3 *Replace by:*

- 1 From the vicinity of 5°07'50N 115°07'23E, SSE of Barat Banks (5°10'00N 115°06'20E), the track leads SE, passing:  
NE of Muara SPM (5°05'15N 115°08'05E) (5.94).  
Thence to the vicinity of 5°04'70N 115°10'54E at the entrance to Eastern Channel.
- 2 **Eastern Channel Inbound Leading Lights:**  
Front light: X9 Light Beacon (5°02'70N 115°10'82E).  
Rear light: X10 Light Beacon (3¾ cables from front light).  
The alignment (172°) of these lights leads through Eastern Channel, marked by beacons (lateral), passing:  
W of a 4.8 m shoal (5°03'23N 115°11'33E) marked by a light beacon (E cardinal).
- 3 **Eastern Channel Outbound Leading Lights:**  
Front light: X11 Light Beacon (5°03'27N 115°10'89E).  
Rear light: X12 Light Beacon (2¼ cables from front light).  
The alignment (031.8°), astern, of these lights continues through Eastern Channel to a position between X8 and X9 Light Beacons (lateral) (5°00'29N 115°09'03E).
- 4 Thence the track leads SW to a position N of Y10 Light Beacon (port hand) (4°59'13N 115°08'00E).

#### Useful marks:

Sunda Spit Light (white triangle, point up, on a white framework tower) (4°58'55N 115°10'72E).  
(Directions continue for Batang Limbang and approaches, including Tanjung Lumba-Lumba anchorage, at 5.124)

GB 2134 Ed.4 (2019) & GB 1844 Ed.4 (2019)

[NP31-No 12-Wk 01/20]

## Brunei - Brunei Bay - Muara — Directions; light

### 132

After Paragraph 5.98 *Insert:*

#### Muara Bar 5.98a

- 1 From a position N of Y10 Light Beacon (port hand) (4°59'13N 115°08'00E) the track leads W, passing:  
N of No 26 Light Beacon (yellow square, black top, on platform on concrete pile structure) (4°59'26N 115°05'78E), which marks the N corner of Rambler Banks an extensive area of shoals which dry in places and extend 7 miles NE from Tanjung Kindana (4°55'14N 115°01'14E).
- 2 Thence, when a position is reached 2 cables SE of No 20 Light Beacon (E cardinal) (4°59'57N 115°05'47E), the track leads generally NW across Muara Bar, soft mud, lying close SW of Tanjung Bowong (4°59'64N 115°05'35E), passing:  
SW of No 18 Light Beacon (port hand) (4°59'89N 115°05'14E), thence:

Under the Pulau Muara Besar Bridge (5.83).

Thence a course may be shaped for the allocated berth or anchorage.

#### 3 Useful marks:

Bukit Tempayang Pisang (146 m high) (5°00'60N 115°02'95E), with a small beacon on its summit, which is prominent when seen from Outer Bar.  
(Directions for Brunei Channel and Simpson Channel are given at 5.110)

GB 2134 Ed.4 (2019)

[NP31-No 13-Wk 01/20]

## Brunei - Brunei Bay - Sungai Brunei — Route

### 132

Paragraph 5.102 1 line 4 *For* Outer Bar (5.96) *Read* Eastern Channel (5.98)

GB 2134 Ed.4 (2019) & GB 1844 Ed.4 (2019)

[NP31-No 14-Wk 01/20]

## Brunei - Sungai Brunei — Bridge

### 133

Paragraph 5.106 including heading *Replace by:*

#### Spare 5.106

After Paragraph 5.108 1 line 1 *Insert:*

#### Temburong Bridge 5.108a

- 1 The 8 mile long Temburong road bridge spans Sungai Brunei Estuary between a position about 1½ miles NNE of Tanjung Samasta (4°54'34N 115°00'25E) and a position about 6 cables ESE of Tanjung Kerasik (4°51'01N 115°06'21E). Passage under the bridge is via two two-way designated channels marked by light beacons (lateral). See Bandar Seri Begawan (5.114) or Batang Limbang and approaches (5.120) for vertical clearances and navigable widths.

Brunei Notices 09/20; 11/20

[NP31-No 20-Wk 19/20]

## Brunei - Brunei Bay - Muara — Directions; light; leading line

### 133

Paragraph 5.111 1 lines 1-11 *Replace by:*

#### 1 Outer leading lights:

Front light (white triangle, point up, on beacon) (4°59'66N 115°05'90E).

Rear light (white triangle, point down, on beacon) (1½ cables from front light).

From a position 2 cables SE of No 20 Light Beacon (E cardinal) (4°59'57N 115°05'47E), the alignment (052.5°), astern, of these lights leads through the NE part of Brunei Channel for 2¼ miles, and onto the alignment of:

GB 2134 Ed.4 (2019)

[NP31-No 15-Wk 01/20]



**Brunei - Sungai Brunei - Brunei Channel and  
Simpson Channel — Directions; bridge**

133

Paragraph 5.111 5 line(s) 5 *Replace by:*

Sungai Brunei then continues generally SSW, passing beneath Temburong Bridge (5.108a) and thence generally SW to Bandar Seri Begawan. The channel is marked by light beacons (lateral)...

Brunei Notices 09/20; 11/20; GB Chart 2134

[NP31-No 21-Wk 19/20]

**Brunei - Sungai Brunei - Bandar Seri Begawan  
— Limiting conditions; vertical clearance**

133

Paragraph 5.114 1 line(s) 2-4 *Replace by:*

**Vertical clearance** under the navigable span of Temburong Bridge (5.108a) is 21.9 m.

**Navigable width.** The navigable passage under the bridge is marked by light beacons (lateral) and is 85 m wide.

Brunei Notice 09/20 & 11/20

[NP31-No 22-Wk 19/20]

**Brunei - Sungai Brunei - Bandar Seri Begawan  
— Arrival information; prohibited area**

134

Paragraph 5.115 1 line(s) 1 *Replace by:*

- 1 **Prohibited area.** Anchoring and fishing are prohibited in the vicinity of the navigable passages of Temburong Bridge (5.108a).

**Quarantine anchorage.** Anchorage for vessels...

Brunei Notice 09/20 & 11/20

[NP31-No 23-Wk 19/20]

**Brunei - Sungai Brunei - Batang Limbang and  
approaches — Vertical clearance;  
prohibited area**

134

Paragraph 5.120 1 line(s) 1-10 *Replace by:*

- 1 **Description.** Sungai Temburong leads generally SSW from the vicinity of Tanjung Lumba-Lumba (4°53'35N 115°06'03E), thence under the Temburong Bridge (5.108a), to several tributaries.

- 2 Batang Limbang is entered from Sungai Temburong, immediately E of Tanjung Tobu-Tobu (4°51'17N 115°01'31E), where there is a small anchorage port (5.121). The river is 122 miles long, marked by stakes, and is navigable by vessels of 2.5 m draught only as far as Bandar Limbang, 8 miles above its entrance.

**Local knowledge** is essential beyond the anchorage off Tanjung Lumba-Lumba (5.103).

- 3 **Vertical clearance** under Temburong Bridge (5.108a), spanning the Eastern Channel, is 31.9 m.

**Navigable width.** The navigable passage under the bridge is marked by light beacons (lateral) and is 175 m wide.

**Prohibited Area.** See 5.115.

Brunei Notice 09/20 & 11/20

[NP31-No 24-Wk 19/20]

**Malaysia - North of Kota Kinabalu -  
Teluk Sapangar Terminal —  
Prohibited anchorage**

143

*After Paragraph 6.48 2 line 7 Insert:*

- 3 **Prohibited anchorage.** An area in which anchorage is prohibited is centred on 6°04'77N 116°05'77E, between Pulau Udar Besar and Tanjung Melanim (6.28).

Malaysian Notice 4/66/20

[NP31-No 25-Wk 23/20]

**Philippines - Luzon - San Fernando — Seoail  
Bangar Bulk Terminal**

202

*After Paragraph 10.51 Insert:*

**Seoail Bangar Bulk Terminal  
10.51a**

- 1 **General information.** Bangar Bulk Terminal (16°53'13N 120°24'22E), a sub-port of San Fernando (10.25), handles petroleum products. It comprises a T-head jetty fronting a storage facility consisting of several tanks. The terminal is operated by Seoail Philippines Incorporated.

Pilotage is available during daylight hours and pilots board at anchor or in the vicinity of 16°53'07N 120°22'45E. Tugs are compulsory and remain secured for the duration of the vessel's stay.

- 2 It is reported (2019) that due to the steep gradient of the seabed, vessels are subjected to moderate to violent rolling whilst alongside.

**Directions.** The berth is approached directly from seaward; with the use of the port anchor and tug assistance, vessels are berthed starboard side to.

**Anchorage** can be obtained in the vicinity of 16°52'50N 120°22'80E in depths of more than 30 m, sand, mud and clay.

- 3 **Berth.** The T-head jetty is designed to accommodate 50 000 dwt vessels with a maximum LOA of 230 m and maximum arrival draught of 13.60 m at MLLW.

**Other facilities.** Medical

**Supplies.** Provisions.

Bangar Bulk Terminal Handbook

[NP31-No 16-Wk 03/20]

**NP32A China Sea Pilot Volume 3 (2020 Edition)**

**Taiwan - Kaohsiung to Mai-liao -  
East-north-east of Tung-chi Yü — Depth**

68

Paragraph 2.75 3 line(s) 9-10 *Replace by:*

E of a rocky bank (23°16'86N 119°44'70E), least depth 22.3 m, thence:

UKHO

[NP32A-No 33-Wk 50/20]

# NP32A

## China - Taiwan Strait - Xiamen Gang — Depths; wreck; cables

134

Paragraph 4.111 1 line(s) 6-12 *Replace by:*

No 3 Anchorage (24°23'·40N 118°05'·82E), depths 1 to 10 m, mud, for vessels of less than 10 000 dwt. Its S and E limits are marked by light buoys (special). Numerous charted dangers exist within the anchorage including submarine power cables.

Chinese Chart C1 14293 (2020)

[NP32A-No 1-Wk 47/20]

## China - Taiwan Strait - Xiamen Gang — Arrival information; anchorages; pilotage

134

Paragraph 4.111 2 line 8 *Replace by:*

...(4.116) lies close SE. A rock (24°23'·21N 118°07'·51E) lies in the S of the anchorage.

Paragraph 4.111 3 lines 1-8 *Replace by:*

- 3 No 7 Anchorage (24°25'·65N 118°01'·90E), depths 1 to 9 m, dangerous goods anchorage, for vessels less than 1000 dwt. A rock (24°25'·42N 118°01'·92E) lies in the S of the anchorage.

*After Paragraph 4.112 1 line 5 Insert:*

Pilots may also board in the channel at 24°22'·95N 118°07'·33E.

Chinese Chart C1 14291 Ed.10 (2020)

[NP32A-No 31-Wk 48/20]

## China - Taiwan Strait - Xiamen — VTS

134

Paragraph 4.113 1 line(s) 10-12 *Replace by:*

**Vessels greater than 500 gt not carrying passengers** must not use Lujiang Hangdao.

**Vessels greater than 50 000 gt or 12.5 m in draught** must use deep-water channels. Smaller vessel may opt to use the deep-water channels but must follow the VTS guidance.

**Speed limits** are in force as follows:

- Xiamengang Main Channel - 15 kn between Nos 11 and 29 Light Buoys;
- Haicang Hangdao - 12 kn between Nos 602 and 610 Light Buoys and then 10 kn;
- Dongdu Hangdao - 12 kn between Nos 29 and 41 Light Buoys;
- Maluan Channel - 10 kn;
- Liuwudian Hangdao - 12 kn;
- Lujiang Hangdao and Tongyi Hangdao — 10 kn.
- Xiajin Hangdao - 25 kn.

Further restrictions apply and local authorities should be contacted prior to arrival.

**Overtaking.** Vessels intending to overtake in the main fairways must seek the prior consent of the vessel to be overtaken.

Chinese Notice 40/Xiamen VTS Guide/20

[NP32A-No 34-Wk 50/20]

## China - Taiwan Strait - Xinghua Wan — Anchorage

157

*After Paragraph 4.237 2 line 6 Insert:*

Bai Yu East Anchorage (25°18'·92N 119°34'·67E), 11 to 40 m.

Chinese Chart C1 14129 Ed. 8 (2020)

[NP32A-No 2-Wk 47/20]

## China - East China Sea - Songxia Gang — Anchorage

162

*After Paragraph 4.262 1 line 6 Insert:*

No 2 anchorage at 25°46'·90N 119°50'·50E, depth 24 m.

Chinese Notice C1 31/1156/20

[NP32A-No 3-Wk 47/20]

## China - East coast - Taiwan Strait - Songxia Gang — Directions

162-163

Paragraph 4.265 1-5 *Replace by:*

- 1 **Entry.** From a position about 1 mile N of Li Yu, and in the vicinity of the Large Vessel Waiting Anchorage (4.262), the track leads SW through a channel marked by light buoys (lateral), passing:  
NW of Li Yu (4.264), thence:  
SE of a dangerous wreck (25°46'·94N 119°45'·59E), thence:
- 2 NW of Baitou Dao (25°42'·93N 119°45'·85E) from where a light (white concrete column, red bands, 8 m in height) is exhibited, thence:  
NW of Zhupai Yu (25°42'·86N 119°43'·37E), from where a light (white concrete column, red bands, 8 m in height) is exhibited,  
The channel then leads generally W for 2½ miles, passing:  
S of Dongluo Maodi anchorage (4.262).
- 3 Thence, from a position about 2¾ miles S of Dongluo Dao (25°45'·75N 119°40'·25E), the channel branches NW for Songxia Pier Operating Area and WSW for Songxia, passing:  
NNW of Wuzhu Dao (25°41'·72N 119°40'·02E), from where a light (black metal pipe, 2 m in height) is exhibited, thence:
- 4 SSE of Sanli Jiao (25°43'·09N 119°38'·20E), a rock which dries 2 m, in the middle of a chain of shoals and drying reefs extending 2½ miles NE from Ren Yu (4.261), thence:  
Clear of a shoal (25°42'·28N 119°38'·66E) with a least depth of 9.1 m.

The track then leads to a position between No 10A and No 11 (25°42'·18N 119°38'·23E) light buoys (lateral).

*(Directions are given for Songxia Pier Operating Area at 4.267)*

GB Chart 2413 Ed.6 (2020) [NP32A-No 36-Wk 52/20]

### China - East coast - Taiwan Strait - Songxia Gang — Directions

163

Paragraph 4.266 1 line(s) 5-7 *Replace by:*

**Track.** From a position between No 10A and No 11 light buoys (lateral), the recommended track leads WSW for about 1½ miles, passing:

GB Chart 2413 Ed.6 (2020) [NP32A-No 37-Wk 52/20]

### China - East coast - Taiwan Strait - Songxia Gang — Directions

163

Paragraph 4.267 1-3 *Replace by:*

- 1 **Songxia Pier Operating Area.** From a position about 2¾ miles S of Dongluo Dao, a channel, marked by light buoys (lateral) leads NW for 2¼ miles, passing:

Clear of a shoal patch (25°43'·65N 119°39'·04E) with a least depth of 7·3 m, thence:

SW of a shoal (25°44'·24N 119°39'·20E), marked by a light buoy (isolated danger), thence:

- 2 SW of Zhutou Jiao (25°45'·15N 119°39'·50E), the NW of two adjoining banks which dry 6·8 m and 4·8 m respectively. A light beacon (W cardinal) stands on the NW bank. Thence: SW of Xiluo Dao, from where Xiluo Dao SE Light (white 6-sided metal tower, red bands, 11 m in height) (25°45'·28N 119°39'·13E) is exhibited.

GB Chart 2413 Ed.6 (2020) [NP32A-No 38-Wk 52/20]

### China - East coast - Approaches to Luoyuan Wan - North-east of Beijiao Bandao — Anchorage

175

Paragraph 5.23 1 line(s) 6-7 *Replace by:*

Kemenkou Outer Anchorage No 1	26°24'·68N 119°56'·89E	4¼ cables in radius
Quarantine Anchorage	26°24'·14N 119°55'·97E	530 m in radius

Chinese Notice 40/1476/20 [NP32A-No 35-Wk 50/20]

### China - Wenzhou Gang — Limiting conditions; vertical clearances

190

Paragraph 5.104 *Replace by:*

- 1 Wenzhou Great Bridge (28°00'·93N 120°46'·95E), least vertical clearance 28 m, spans the main fairway of Ou Jiang from the NE side of Qidutu (28°00'·23N 120°45'·87E); three power cables, least vertical clearance 35 m, span the fairway up to 1½ miles below the bridge.
- 2 The branch of the river between Qidutu and Zhuangyuanqiao port district (5.110) to the S is spanned by two bridges (27°58'·98N 120°45'·64E and 28°00'·74N 120°44'·15E), vertical clearances 13 and 15 m respectively, and several power cables, least vertical clearance 35 m.
- 3 Ouyue Daqiao Bridge (28°01'·92N 120°40'·90E), vertical clearance unknown, spans Ou Jiang about 7 cables E of Wenzhou Gang.  
Further bridges (5.110a) are under construction (2020) spanning Ou Jiang.  
The port authorities should be contacted for the latest information.

Chinese Chart C113741 Ed.8 (2020); UKHO  
[NP32A-No 26-Wk 47/20]

### China - Wenzhou Gang — Harbour; development

191

After Paragraph 5.110 1 line 8 *Insert:*

#### Development 5.110a

- 1 A bridge (27°58'·82N 120°55'·76E) is under construction (2020), spanning Ou Jiang between Huanghua and Lingkun Dao. Construction areas are marked by light buoys (special).  
A bridge (28°01'·50N 120°45'·21E) is under construction (2020), spanning Ou Jiang between Kaiyangtu and Qidutu. Construction areas are marked by light buoys (special).

Chinese Chart C113741 Ed.8 (2020)  
[NP32A-No 27-Wk 47/20]

### China - Wenzhou Gang — Directions; bridge

193

Paragraph 5.119 4 *Replace by:*

- 4 The channel then leads WNW, marked by light buoys (lateral), passing:  
SSW of Jiangbei Training Wall marked by lights (special, 9 m in height) (not named on the chart), and:  
Beneath Ouyue Daqiao Bridge (5.104).

UKHO [NP32A-No 28-Wk 47/20]

## NP32A

### China - Dongtou Yang - Huangmen Shan — Directions; overhead cable

195

Paragraph 5.133 3 lines 6–12 *Replace by:*

SE of Huangmen Shan (28°02'·96N 121°15'·12E) (5.137), and Nanpai Shan 1¼ miles ENE, lying close off the S side of Yuhuan Dao. The passage NW of Huangmen Shan is about 1 cable wide and has a least depth of 12·4 m and is spanned by an overhead cable with 27 m vertical clearance; that N of Nanpai Shan is 1½ cables wide with a least depth of 7·6 m. Thence:

Chinese Chart C113711 Ed.4 (2020)

[NP32A-No 24-Wk 47/20]

### China - Dongtou Yang - Xuanmen Wan — Anchorage

197

Paragraph 5.138 4 lines 4–6 *Replace by:*

**Anchorage** can be obtained close W of the S end of Dalu Shan (5.133) in 5 to 7 m, mud.

Chinese Chart C113711 Ed.4 (2020)

[NP32A-No 25-Wk 47/20]

### China - East coast - Zhoushan Qundao - South-east of Xiangluhuaping Jiao — Anchorages; pilotage

214

*After Paragraph 6.38 2 line 9 Insert:*

Anchorage may be obtained SE of Xiangluhuaping Jiao as follows:

Pilot and dangerous goods anchorage (30°01'·43N 122°32'·50E).

Pilot and waiting anchorage (30°02'·25N 122°30'·16E).

Chinese Notice C1 33/1223/20

[NP32A-No 4-Wk 47/20]

### China - East coast - Tiazhou Men - Liangtan Dao — Vertical clearances

222

*After Paragraph 6.75 1 line 3 Insert:*

**Vertical clearances.** Two overhead cables (29°43'·14N 122°12'·58E), least vertical clearance 25 m, span the channel ESE of the Transhipment Berth.

Numerous overhead cables, least vertical clearance 20 m, span Geteng Shuidao (29°41'·93N 122°12'·43E). See also 6.130.

UKHO

[NP32A-No 30-Wk 48/20]

### China - North-west of Zhoushan Dao - Xihou Men — Directions; dangerous wreck

225

Paragraph 6.89 3 lines 7–8 *Replace by:*

WSW of a dangerous wreck (30°08'·80N 121°52'·30E), thence:

Chinese Notice C1 31/1154/20; C1 32/1188/20

[NP32A-No 5-Wk 47/20]

### China - Ningbo Gang - Approaches to Yongjiang Kou — Directions; shoal

229

Paragraph 6.115 1 lines 6–7 *Replace by:*

E of a shoal area (29°59'·35N 121°45'·55E) with a least depth of 1·4 m, marked by a light buoy (E cardinal), thence:

GB Chart 1304 Ed.5 (2020)

[NP32A-No 6-Wk 47/20]

### China - East coast - Passages between Zhoushan Dao and Daishan Dao — Vertical clearances

235

*After Paragraph 6.150 3 line 5 Insert:*

A bridge, surrounded by a prohibited area marked by light buoys (special), is under construction (2019) between Shuanghe Shan (30°17'·88N 122°03'·70E) and a position (30°10'·49N 121°58'·26E) in the NW part of Zhoushan Dao. The vertical clearance is projected to be 54·5 m.

A second bridge, marked by light buoys (special), is under construction (2019) between Shuanghe Shan and Dayu Shan (30°19'·00N 121°57'·75E). The vertical clearance is not known.

A bridge (30°12'·67N 122°11'·10E), vertical clearance unknown, spans Guishan Hangmen between Guan Shan (6.157) and Xiushan Dao.

UKHO

[NP32A-No 7-Wk 47/20]

### China - Passages between Zhoushan Dao and Daishan Dao — Pilotage

235

Paragraph 6.152 1 line(s) 3–6 *Replace by:*

For westbound vessels and vessels heading N through Daishan Shuidao in position 30°07'·54N 122°17'·68E or within the Waiting Area (30°09'·08N 122°15'·40E). See also Putuo Shan Anchorages 6.38.

*After Paragraph 6.152 2 line 3 Insert:*

Additional pilot boarding positions:

30°05'·47N 122°24'·38E.

30°00'·50N 122°28'·50E.

29°59'·00N 122°39'·00E.

GB Chart 1199 Ed7 2020; Chinese Notice C1 33/1223/20

[NP32A-No 8-Wk 47/20]



**China - East coast - Zhoushan Dao  
north-east side — Directions; LNG Terminal**

235

Paragraph 6.155 4-5 *Replace by:*

- 4 S of No 1 Light Buoy (30°07'·57N 122°19'·56E),  
thence:  
N of Shulanghu Jiao (Huse Jiao) (30°06'·61N  
122°17'·69E), steep to, with a depth of 15.1 m.  
When the tidal streams are setting strongly the  
rock is marked by overfalls. Nita Jiao, marked by a  
light beacon, (white metal column, red bands,  
10 m in height), lies 6 cables farther SE. Thence:
- 5 N of Liangheng Shan (30°05'·20N 122°17'·32E),  
which lies on the shallow coastal bank  
extending from the N side of Zhoushan Dao  
(30°04'·00N 122°08'·00E). ENN Zhoushan  
LNG Terminal (6.163a) lies on the N and NE  
side of Liangheng Shan. There are two  
prominent hills, each about 180 m high,  
towards the E end which is very steep and  
grass covered and forms a headland. Thence:

UKHO

[NP32A-No 9-Wk 47/20]

**China - East coast - Alternative route passing  
north of Xiushan Dao — Directions; obstructions**

236

Paragraph 6.157 1 lines 1-2 *Replace by:*

- 1 From a position NE of Lihuo Yu (30°06'·03N  
122°21'·58E), the track leads initially NW and then  
WNW, passing:

*After Paragraph 6.157 1 line 2 Insert:*

Clear of an 11.3 m obstruction (30°09'·40N  
122°21'·74E), thence:

Chinese Notice 345/1302/20 [NP32A-No 10-Wk 47/20]

**China - East coast - Alternative route passing  
north of Xiushan Dao — Directions; obstructions**

236

Paragraph 6.157 7 line 8 *Replace by:*

Beneath a bridge and a power cable (6.150) close W,  
thence:  
N of Wanggang Jiao (30°12'·51N 122°10'·72E), a  
rock awash marked by a light beacon. An  
obstruction (30°12'·68N 122°10'·60E) lies  
2 cables NW of Wanggang Jiao. Thence:

UKHO

[NP32A-No 11-Wk 47/20]

**China - East coast - Zhoushan Dao —  
LNG Terminal**

238

*After Paragraph 6.163 1 line 8 Insert:*

**ENN Zhoushan LNG Terminal**

6.163a

- 1 **Description.** ENN Zhoushan LNG Terminal  
(30°06'·35N 122°16'·97E) lies on the NE side of  
Zhoushan Dao and consists of two LNG berths on the  
N side of Liangheng Shan (6.155) and a RoRo berth  
on the NE side.

**Development.** The terminal is undergoing further  
expansion (2020).

**Pilotage.** See 6.152.

- 2 **Directions.** No formal directions are given and the  
chart is sufficient guide, but mariners should note  
Shulanghu Jiao (6.155) and Nita Jiao (6.155) lying,  
respectively, N and E of the terminal.

**Anchorage.** See 6.167.

**Alongside berths.** The LNG terminal consists of  
two T-shaped jetties with dolphins and a RoRo berth.

UKHO

[NP32A-No 12-Wk 47/20]

**China - East coast - Zhoushan Qundao -  
South-east of Xiangluhuaping Jiao —  
Anchorages**

238

*After Paragraph 6.168 2 line 7 Insert:*

**Putuo Shan**

6.168a

- 1 See 6.38 for anchorages SE of Xiangluhuaping  
Jiao.

Chinese Notice C1 33/1223/20

[NP32A-No 13-Wk 47/20]

**China - East China Sea - Zhoushan Qundao -  
North of Huoshan Liedao — Directions; wreck**

239

Paragraph 6.176 3 line(s) 9-10 *Replace by:*

S of a dangerous wreck (30°24'·45N 121°59'·38E),  
thence:

Chinese Notice C1 41/1492/20

[NP32A-No 32-Wk 50/20]

**China - Zhoushan Qundao -  
Yangshan Gang — Restricted area**

240

Paragraph 6.189 Including heading *Replace by:*

**Restricted areas**

6.189

- 1 Entry is prohibited into the Yangshan Gang Main  
Channel, between Huangze Yang Light Vessel  
(30°30'·21N 122°32'·85E (6.192) and a precautionary  
area (6.234), when visibility is less than 500 m.

# NP32A

Anchoring and fishing are prohibited in an area centred on 30°31'·30N 122°42'·27E.

GB Chart 1306 Ed.4 (2020) [NP32A-No 14-Wk 47/20]

## China - East China Sea - Zhoushan Qundao — Directions; wreck

241

After Paragraph 6.191 1 line 8 *Insert*:

SW of a wreck (30°24'·10N 122°56'·70E), reported (2020), thence:

Chinese Notice 34/1262/20 [NP32A-No 15-Wk 47/20]

## China - East China Sea - South of Xiluhua Dao — Anchorage; rock

244

Paragraph 6.207 5 line(s) 1-3 *Replace by*:

- 5 **Caution.** An obstruction (30°47'·36N 122°36'·50E), position approximate, reported (2018), lies in the NW part of the anchorage and a rock (30°47'·70N 122°37'·34E) lies in the N part of the anchorage.

Chinese Chart C1 13170 Ed.16 (2020)  
[NP32A-No 29-Wk 47/20]

## China - East coast - Zhoushan Qundao to Qiqu Liedao - Donghai Bridge — Regulations

246

Paragraph 6.223 5 line 1 *For* 1000 m *Read* 500 m

Chinese Notice 34/1262/20 [NP32A-No 16-Wk 47/20]

## China - Hangzhou Wan - Jinshan Hangdao — Depths

249

Paragraph 6.247 1 lines 2-4 *Replace by*:

...has a least charted depth of 7.5 m; a wreck (30°30'·96N 121°52'·08E) lies on the N side of channel.

GB Chart 1303 Ed.4 (2020) [NP32A-No 17-Wk 47/20]

## China - Hangzhou Wan - Jinshan Hangdao — Directions; wreck

250

Paragraph 6.256 2 lines 1-2 *Replace by*:

SSE of a wreck (30°30'·96N 121°52'·08E), which lies on the N side of the traffic lane, thence:

GB Chart 1303 Ed.4 (2020) [NP32A-No 18-Wk 47/20]

## China - Shanghai - Beicao Hangdao — Directions; anchorage

265

Paragraph 7.33 3 lines 3-4 *Delete*

Chinese Chart 13177 [NP32A-No 19-Wk 47/20]

## China - Baoshan Hangdao — Pilotage

276

Paragraph 7.81 2 line(s) 1-5 *Replace by*:

- 2 Pilots board in position 31°26'·33N 121°29'·42E. Harbour pilots will replace river pilots at certain ports. For further information see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO

[NP32A-No 20-Wk 47/20]

## China - Baoshan Hangdao — Pilotage

281

Paragraph 7.102 1 lines 1-6 *Replace by*:

- 1 **Port operations.** Berthing and departure in daylight only.  
**Pilotage.** See 7.81.

UKHO

[NP32A-No 21-Wk 47/20]

## China - Zhangjia Gang — Anchorage; caution

282

Paragraph 7.115 2 line(s) 1-3 *Delete*

Paragraph 7.116 1 line(s) 1-9 *Replace by*:

- 1 **Port operations.** Berthing in daylight only.  
**Vessel traffic service.** Zhangjia Gang VTS is in operation. For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

**Outer anchorage.** The anchorage is marked by buoys centred on 31°58'·17N 120°20'·39E.

**Caution.** There are numerous dangerous wrecks in the vicinity.

**Pilotage.** See 7.81.

**Traffic regulations.** Speed limits, which vary by direction and time of year, apply within the VTS area.

All vessels are prohibited from overtaking between FB5 Light Buoy (port hand) (32°02'·84N 120°33'·33E) and FB11 Light Buoys (lateral) (32°04'·30N 120°29'·07E).

GB Chart 1605 Ed.7 (2020)

[NP32A-No 22-Wk 47/20]

## China - Chiang Jiang - Gaogang (Taizhou) — Anchorage

285

Paragraph 7.139 1 lines 4-15 *Replace by*:

**Outer anchorages.** Anchorage may be obtained off Loucheng Zhou:

<i>Anchorage</i>	<i>Position (Centred on)</i>	<i>Remarks</i>
Taizhou Gang Seacraft anchorage	32°07'·50N 119°54'·42E	Depths about 10 to 19 m.
Dangerous cargo anchorage	32°18'·75N 119°44'·30E	Depths about 9 to 13 m.
Zhenjiang Gang Seacraft anchorage	32°16'·40N 119°42'·30E	Depths from 13 to 18 m.

Paragraph 7.139 2 line 1 *Replace by:*

2 **Pilotage.** See 7.81.

*After* Paragraph 7.139 3 line 4 *Insert:*

Anchoring is prohibited within an area centred on 32°11'60N 119°53'40E.

GB Chart 1620 Ed4 2020 & UKHO

[NP32A-No 23-Wk 47/20]

## NP32B China Sea Pilot Volume 4 (2020 Edition)

### China - Bohai Haixia - Miaodao Haixia - Penglai — Arrival information; pilotage

98

Paragraph 3.143 4 line(s) 5–6 *Replace by:*

Additional pilot stations are as follows:

No 2 pilot boarding position (37°50'90N 120°49'40E).

For Luanjiakou, in position 37°48'10N 120°35'70E.

Chinese Chart C1 11941 Ed.6 (2020)

[NP32B-No 1-Wk 48/20]

### China - Bo Hai - Caofeidian — Limiting conditions; controlling depth

134

*After* Paragraph 4.157 2 line 5 *Insert:*

Basin No 3 has a least charted depth of about 12 m in the main channel.

Chinese Chart C111764 Ed.2 (2020)

[NP32B-No 2-Wk 48/20]

### South Korea - West coast - Incheon Hang — Obstructions

208

Paragraph 6.148 1 line(s) 3–4 *Replace by:*

Numerous obstructions and fish havens are located within the anchorage.

Pratique is not granted by radio. Quarantine inspection is available between sunrise and sunset.

Korean Chart 3469 Ed.2 (2020)

[NP32B-No 3-Wk 51/20]

## NP33 Philippine Islands Pilot (2017 Edition)

### Philippines - Sulu Archipelago — Regulations

2

Paragraph 1.8 3 lines 1–6 *Replace by:*

3 **Recommended Transit Corridors (RTC).** The Republic of the Philippines, Federation of Malaysia and Indonesia have taken certain measures to mitigate the threat to shipping, including the establishment of Transit Corridors for Basilan Strait (7.11 and 10.10), Moro Gulf (7.36), Alice Strait and Sibutu Passage (6.14).

Correspondence

[NP33-No 5-Wk 02/18]

### Philippines — Regulations

61

*After* Paragraph 2.2 2 line 4 *Insert:*

#### Regulations

##### 2.2a

1 Some routes within this chapter fall within the Maritime Area of Common Concern (1.8). All vessels transiting the area are required to pass through the Recommended Transit Corridors (RTC).

BA Chart 1868/18

[NP33-No 24-Wk 19/18]

### Philippines - Sulu Sea - Pangutaran Group Bank — Directions; route

63

Paragraph 2.13 2 and 3 *Replace by:*

2 ESE of Tubbataha Reefs (8°50'83N 119°55'51E) (2.22), thence:  
WNW of Doc Can Island (05°52'69N 119°56'18E),  
and:  
ENE of Pearl Bank Light (5°49'75N 119°44'28E) (6.25).

From this position the track leads SSE, following the Recommended Transit Corridor (RTC), to a position about 8 miles WNW of Sanga Sanga Island (5°04'72N 119°46'67E) (6.15).

(Directions continue for Sibutu Passage at 6.14.

For routes through Celebes Sea see  
Indonesia Pilot Volume 2)

BA Chart 1868/18

[NP33-No 25-Wk 19/18]

### Philippines - Mindanao - Teinga Island — Directions; RTC

63

Paragraph 2.16 1 lines 6–8 *Replace by:*

...position W of Balatacan Point (7°35'83N 122°06'37E) (10.10).

The track then continues S within the Recommended Transit Corridor (RTC) to a position ENE of Teinga Island (6°53'83N 121°35'43E) (6.132), whence the track leads ESE into Basilan Strait.

BA Chart 3811/18

[NP33-No 26-Wk 19/18]

# NP33

## Philippines - Sulu Sea - Tubbataha Reef — Regulations

64

Paragraph 2.19 heading *For Marine Reserve Read* Traffic regulations

Paragraph 2.19 1 line 5 *Replace by:*

...Office. An area extending about 10 miles from the limits of the Natural Park is a designated PSSA and ATBA. Vessels exceeding 150 gt or vessels carrying dangerous or toxic cargoes should avoid the area.

BA Chart 3809 [NP33-No 22-Wk 04/18]

## Indonesia - Kalimantan - Teluk Sibuko - Pulau Sebatik — Directions; light

135

After Paragraph 5.127 3 line 11 *Insert:*

Pulau Sebatik East Light (white tower, 40 m in height) (4°09'90N 117°53'92E).

GB Chart 2099/20 [NP33-No 42-Wk 24/20]

## Indonesia - Kalimantan - Teluk Sibuko - Pulau Sebatik — Directions; light

137

After Paragraph 5.136 3 line 8 *Insert:*

Pulau Sebatik East Light (4°09'90N 117°53'92E) (5.127).

GB Chart 2099/20 [NP33-No 43-Wk 24/20]

## Indonesia - Kalimantan - Teluk Sibuko - Cowie Bay — Directions; depths

137

Paragraph 5.138 4 lines 1–3 *Replace by:*

4 NNE of two 0.1 m isolated patches (4°09'70N 117°56'05E), thence:

GB Chart 2099/20 [NP33-No 44-Wk 24/20]

## Philippines - Sulu Archipelago — Regulations

141

Paragraph 6.4 1 line 4 *Replace by:*

...Recommended Transit Corridors (RTC).

Correspondence [NP33-No 6-Wk 02/18]

## Philippines - Sulu Archipelago — Directions

143

Paragraph 6.26 1 line 2 *For ENE Read* NE

Paragraph 6.26 4 line 1 *For ENE Read* NE

Paragraph 6.27 1 line 2 *For ENE Read* NE

Paragraph 6.27 1 line 3 *For NNW Read* NW

Paragraph 6.27 1 line 5 *For NNW Read* NW

Correspondence [NP33-No 7-Wk 02/18]

## Philippines - Sulu Archipelago — Directions

144

Paragraph 6.27 2 line 1 *For NNW Read* NW

Paragraph 6.27 3 line 1 *For NNW Read* NW

Paragraph 6.27 3 lines 6–8 *Replace by:*

The track then continues NE for 18 miles to a position N of Favorite Bank (6°40'00N 121°04'00E).

4 The RTC continues for a farther 55 miles NE and splits S for W Mindanao or continues NE as detailed below.

Paragraph 6.27 3 line 11 *Replace by:*

*Pilas Group W side at 6.124  
W Mindanao (in reverse following RTC) at 10.10  
and continuation NE of RTC at 10.10)*

Correspondence [NP33-No 8-Wk 02/18]

## Philippines - Sulu Archipelago — Directions

152

Paragraph 6.76 1 line 3 *Replace by:*

...the track leads NE following the Recommended Transit Corridor (RTC) (1.8), passing:

Paragraph 6.76 1 line 4 *For SSE Read* SE

Paragraph 6.76 1 line 6 *For SSE Read* SE

Paragraph 6.76 2 line 1 *For SSE Read* SE

Paragraph 6.76 2 line 6 *For SSE Read* SE

Paragraph 6.76 3 line 1 *For SSE Read* SE

Paragraph 6.76 4 line 1 *For SSE Read* SE

Paragraph 6.76 4 line 2 *For ENE Read* NE

Paragraph 6.76 4 line 2 *For SSE Read* SE

Paragraph 6.77 1 lines 1–3 *Replace by:*

1 From a position SE of Mantabuan Island (5°01'72N 120°12'80E) the track and RTC continues NE, passing:

Paragraph 6.77 1 line 4 *For SSE Read* SE

Paragraph 6.77 2 line 1 *For SSE Read* SE

Paragraph 6.77 2 line 8 *For SSE Read* SE



Paragraph 6.77 3 line 1 *For SSE Read SE*

Paragraph 6.77 4 line 1 *For SSE Read SE*

Paragraph 6.77 5 line 1 *For SSE Read SE*

Correspondence [NP33-No 9-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

153

Paragraph 6.77 5 line 9 *For ENE Read NE*

Paragraph 6.77 5 line 10 *For SSE Read SE*

Correspondence [NP33-No 10-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

153

Paragraph 6.80 1 line 1 *For SSE Read SE*

Paragraph 6.80 1 line 2 *For ENE Read NE*

Paragraph 6.80 1 line 3 *For SSE Read SE*

Correspondence [NP33-No 11-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

153

Paragraph 6.83 1 lines 1-3 *Replace by:*

1 From a position SE of Kinapusan Island (5°13'78N 120°38'38E) the track and RTC lead NE, passing:

Paragraph 6.83 1 line 4 *For SSE Read SE*

Paragraph 6.83 2 line 1 *For SSE Read SE*

Paragraph 6.83 3 line 1 *For SSE Read SE*

Paragraph 6.83 4 line 1 *For SSE Read SE*

Paragraph 6.83 5 line 1 *For SSE Read SE*

Paragraph 6.83 6 line 1 *For SSE Read SE*

Paragraph 6.83 6 line 3 *For SSE Read SE*

Paragraph 6.83 6 lines 5-7 *Replace by:*

The track then continues NE for 3 miles to a position 18 miles SSE of Kamawi Island (5°48'63N 121°13'48E).

Paragraph 6.83 6 line 9 *Replace by:*

*Jolo NE and E sides at 6.129 and following the RTC NE at 6.170)*

Correspondence [NP33-No 12-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

157

Paragraph 6.124 1 lines 1-2 *Replace by:*

1 From a position N and NNE of Favorite Bank (6°40'00N 121°04'00E), the track leads S, leaving the RTC (1.8), passing:

Correspondence [NP33-No 13-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

158

Paragraph 6.130 1 lines 1-3 *Replace by:*

1 From a position N of Favorite Bank (6°40'00N 121°04'00E), the route leads E for 43 miles to a position ENE of Teinga Island (6°53'83N 121°35'43E).

Paragraph 6.132 1 line 1 *For NNE Read N*

Paragraph 6.132 1 line 2 *For ENE Read E*, leaving the RTC

Paragraph 6.132 1 line 3 *For NNW Read N*

Paragraph 6.132 1 line 5 *For NNW Read N*

Paragraph 6.132 1 line 7 *For NNW Read N*

Correspondence [NP33-No 14-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

159

Paragraph 6.132 2 line 1 *For NNW Read N*

Paragraph 6.132 3 line 1 *For NNW Read N*

Paragraph 6.132 4 line 1 *For NNW Read N*

Paragraph 6.132 4 lines 6-8 *Replace by:*

The track then continues E for 11 miles to a position ENE of Teinga Island (6°53'83N 121°35'43E) at the W entrance to Basilan Strait, within the RTC.

Paragraph 6.133 1 line 1 *For NE Read ENE*

Correspondence [NP33-No 15-Wk 02/18]

#### Philippines - Sulu Archipelago — Directions

164

Paragraph 6.170 heading *Replace by:*

#### Directions

*(continued from 6.129 and 6.83)*

Paragraph 6.170 1 line 1 *For 20 Read 18*

Paragraph 6.170 3 lines 3-5 *Replace by:*

The track then continues NE for 10 miles to a position 9 miles E of Eguet Point (6°03'23N 121°56'80E). The RTC continues a farther 20 miles NE and terminates 16 miles SE from Kauluan Island (6°27'68N 122°12'86E).

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Paragraph 6.175 2 line 3 *For* NNE *for* 7 miles *Read* N *for* 6 miles

Paragraph 6.175 2 line 4 *For* SE *Read* S

Paragraph 6.175 2 line 8 *Replace by*:

*Basilan Island North side (inshore route) a 6.208  
and in reverse for Teinga Island  
(following the RTC) at 7.11)*

Correspondence [NP33-No 16-Wk 02/18]

## Philippines - Mindanao — Regulations

169

*After* Paragraph 7.3 1 line 5 *Insert*:

### Regulations 7.3a

- 1 The routes within this chapter fall within the Maritime Area of Common Concern (1.8). All vessels transiting the area are required to pass through the Recommended Transit Corridors (RTC).

Correspondence [NP33-No 17-Wk 02/18]

## Philippines - Mindanao — Directions

170

Paragraph 7.10 centre heading *Replace by*:

### Directions (continued from 6.132 and 6.175)

Paragraph 7.11 1 line 1 *For* 7 *Read* 11

Paragraph 7.11 1 line 1 *For* NE *Read* ENE

Correspondence [NP33-No 18-Wk 02/18]

## Philippines - Mindanao - Pakiputan Strait — Directions; shoal

199

Paragraph 7.258 4 line 6 *Replace by*:

...danger), and:  
W of a shoal with a charted depth of 8.2 m (7°08'·98N  
125°40'·78E), marked by a light buoy (isolated  
danger), thence:

Philippine Notice 3/007/2018 [NP33-No 23-Wk 18/18]

## Philippines – Mindoro - Verde Island Passage — Directions; lights

215

*After* Paragraph 8.58 2 line 3 *Insert*:

Wawa (Abra de Ilog) Light (concrete tower, 21 m in  
height) (13°28'·00N 120°46'·30E).

Philippine Notice 5/27/19 [NP33-No 32-Wk 28/19]

## Philippines – Mindoro - Verde Island Passage — Directions; lights

220

*After* Paragraph 8.98 1 line 8 *Insert*:

Wawa (Abra de Ilog) Light (13°28'·00N 120°46'·30E)  
(8.58).

Paragraph 8.99 2 lines 1–3 *Replace by*:

N of Ilog Anchorage (8.107), thence:

Philippine Notice 5/27/19 [NP33-No 33-Wk 28/19]

## Philippines – Mindoro – North coast — Anchorages and harbours

222

Paragraph 8.107 including heading *Replace by*:

### Abra de Ilog 8.107

- 1 **Description.** The town of Abra de Ilog (13°26'·61N 120°43'·68E) is situated 2¼ miles SW of Wawa (Abra de Ilog) Light (13°28'·00N 120°46'·30E) (8.58). Abra de Ilog River flows out of a gap between two mountain ranges and through the mouths of Cervantes Matabang Rivers.

- 2 **Anchorage.** Ilog Anchorage (13°28'·02N 120°45'·00E) is situated at the mouths of the rivers. It is restricted by a steep bank that extends 1¼ cables from the river mouths.

**Berths.** The port of Abra de Ilog (13°28'·13N 120°46'·29E) consists of a single L-shaped pier which projects about 150 m NNW from the shore. Two RoRo ramps lie on each side of the pier for vessels with a maximum draught of 5.0 m.

- 3 **Other facilities.** Hospitals and clinics, garbage collection facilities.

**Supplies.** Fresh water is provided from an elevated tank.

UKHO [NP33-No 34-Wk 28/19]

## Philippines - Panay - Estancia — Pilotage; directions; buoyed channel

249

Paragraph 8.289 1-4 *Replace by*:

- 1 **Position and function.** Estancia (11°27'·00N 123°09'·10E) stands at the head of a small bay and is prominent from seaward. The port is served by inter-island vessels trading from Manila, Capiz and Iloilo. Fishing is the primary industry with much being shipped out during the season. A light (white GRP tower, 10 m in height) is exhibited from a position 2 cables S of the town. The light is partly obscured by islets.

- 2 **Pilotage.** Pilot boarding position 11°25'·06N 123°09'·46E; part of the Iloilo Pilots Association.

**Directions for anchorage.** From a position in the SW approaches to Sicogon Channel the track leads W, passing:

- 3 N of a group of four islands lying on an E/W line extending from the Panay shore. Bayas Island (11°26'15N 123°11'10E), the E-most, is the largest and is separated from Manipulon Island by a narrow channel. The other islands are surrounded by sandbanks and rocks. Thence:

S of a rock (11°27'04N 123°10'81E) with a depth of 1.2 m, marked close S by a buoy (starboard hand), thence:

- 4 S of Luguigut Island (11°27'76N 123°10'29E), fringed by coral reefs and shoal ground extending to a small peninsula on the Panay coast, thence:

S of Bolubadiang Island (11°27'30N 123°09'62E) lying close E of the N entrance point to Estancia Bay. Midway between this islet and the S end of Luguigut Island there is a large rock.

- 5 **Anchorage.** Good anchorage may be obtained between Estancia and Bayas Island, in a depth of 9 m, mud. This is the only anchorage in the vicinity protected in all seasons.

#### 8.289a

- 1 **Directions for berth.** From a position WSW of Sicogon Island (11°26'97N 123°15'57E) (8.295), the track leads NW for about 2½ miles through a channel marked by light buoys (lateral), passing:

SW of Bayas Island (8.289), thence:

SW of Manipulon Island (8.289), thence:

NE of a dangerous rock (11°25'63N 123°09'56E), marked by a light buoy (port hand) moored close E, thence:

- 2 SW of Magosipal Island (11°26'26N 123°10'05E), thence:

SW of Pangalan Island (11°26'28N 123°09'51E).

The track then alters N and the berth can be approached directly.

- 3 **Berths.** A concrete pier 137 m long, with reported depths of 7 m at its outer end, shoaling gradually to 2.4 m at its inner end, stands 5 cables S of Estancia at the N end of the channel W of Pangalan Islet.

A rock causeway 50 m long and 4 m wide with a 7 m stair landing. The berth at its outer end dries.

Philippine Notice 2/006/20; ENC GB360480; GB 4485 (2018) [NP33-No 39-Wk 16/20]

### Philippines - Panay - San Jose de Buenavista — Anchorage

253

Paragraph 8.323 1 line(s) 1-5 *Replace by:*

- 1 **Anchorage.** The port authorities should be contacted for advice regarding anchoring.

Philippine Notice 2/008/20 [NP33-No 40-Wk 16/20]

### Philippines - Panay - San Jose de Buenavista — Directions; buoyed channel

253-254

Paragraph 8.325 1-2 *Replace by:*

- 1 **Approach.** San Jose de Buenavista is approached from SSW through a channel marked by light buoys (lateral). Tubigan Point is low and fringed by a coral reef.

The approach channel to the berth is 1 cable wide. It is restricted on the N side by a spit, depth 1.2 m, extending 1½ cables SSE from Tubigan Point Light. The S side is restricted by a dangerous rocky shoal, on the W side of which stands a beacon.

- 2 **Entry.** From a position SSW of Tubigan Point Light, the track leads NNE through a channel, marked by light buoys (lateral), to the wharf or pier as required.

Shoals fill the entire cove to the E of the stone causeway.

#### Useful marks:

Radio tower (obstruction light) (10°44'40N 121°56'16E).

Philippine Notice 2/008/20; Philippine Coast Pilot 7th Edition Vol 1 [NP33-No 41-Wk 16/20]

### Philippines - Panay south-east side - Iloilo Strait — Light

254

*After Paragraph 8.333 1 line 9 Insert:*

Sinapsapan Point Light (white metal and GRP tower) (10°34'92N 122°30'67E).

Paragraph 8.334 5 line(s) 4-6 *Replace by:*

...(10°35'30N 122°30'87E). Sinapsapan Point Light (8.333) is exhibited close S of the point.

Philippine Notice 10/65/19 [NP33-No 37-Wk 50/19]

### Philippines - Iloilo Strait - North-east approach — Directions

257

Paragraph 8.352 1-5 *Replace by:*

- 1 From a position WNW of Tomonton Shoal (10°55'52N 122°54'72E) (8.381) the track leads generally S to the vicinity of Iguana Bank (10°44'60N 122°43'50E), a sandy shoal, that divides the NE approach into two channels. The bank is marked on its NNE side by light buoys (cardinal and lateral). The N channel leads to a terminal (8.357a) about 1 mile WSW of Dumangas Point and may also be used to continue to Iloilo. The S channel is sometimes used by vessels coming from S through Guimaras Strait and by inter-island ferries.

- 2 **North channel.** From a position on the route through Guimaras Strait (10°31'43N 122°45'87E), 6 miles E of Navalas Point (10°42'94N 122°42'82E), from where a light (GRP) is exhibited, the track leads W for about 4 miles to the pilot boarding position (8.343) E of Navalas Point. It then leads NE for about 2½ miles to a position NE of a light buoy (N cardinal) (10°44'59N 122°46'25E).

- 3 The track then leads WNW across the bar and through a channel marked by light buoys (lateral), passing:

NNE of the second light buoy (N cardinal) (10°44'75N 122°45'77E), marking the NE extent of Iguana Bank, thence:

SSE of Dumangas Point (10°47'22N 122°43'82E), the shore 7 miles W of which is bordered with mangroves and is fringed by a bank extending up to 9 cables S and 2½ miles E of the point. A rock, awash, lies on the S point of this bank. Thence:

# NP33

- 4 SSW of the pier at Port of Dumangas (8.357a), from which a light (white metal tower) (10°46'55N 122°42'46E) is exhibited, thence: NNE of Siete Pecados (10°46'06N 122°40'55E), a group of rocky islets covered with small trees. A light (white tower, 10 m in height) is exhibited from the largest islet of the group. A shoal extends 2 cables N of the light.

The track then leads WSW and SW through a channel marked by light buoys (lateral and special), passing:

- 5 NNW of Cabugao Point (10°44'99N 122°38'92E), the NW end of Guimaras Island. The point is a rocky bluff with no dangers lying more than 2½ cables offshore. Thence: NW of Dapdap Point (10°42'71N 122°36'78E), and: SE of Jaro Point (10°43'34N 122°35'92E).

From this position the track leads into the anchorage or to a position E of Iloilo River mouth.

Paragraph 8.353 1 line(s) 1-6 *Replace by:*

- 1 **South channel.** From the pilot boarding position (8.343) E of Navalas Point (8.352), the track leads W passing S of Iguana Bank to a position about 6 cables NE of Navalas Point. The track then leads NW for about 7 miles, passing:

SW of Iguana Bank (8.352), thence:

Philippines Notice 9/057/19; GB Chart 2391

[NP33-No 35-Wk 46/19]

## Philippines - Iloilo Strait - Port of Dumangas — Berths

257

After Paragraph 8.357 1 line 11 *Insert:*

### Berths at Port of Dumangas 8.357a

- 1 **RoRo terminal and pier** (10°46'50N 122°42'47E) situated near the N channel entrance to Iloilo Strait. Two RoRo berths are separated by a pier extending SSE from a reclaimed area and causeway; least charted depth 4.5 m at the main berths. Additional RoRo berths for small vessels are situated on the SW side of the terminal.

ENC PH5DUMNG

[NP33-No 36-Wk 46/19]

## Philippines - Luzon - Tayabas Bay - Castañas — Anchorages and harbours; berths

268

Paragraph 9.14 3 lines 1-3 *Delete*

After Paragraph 9.14 3 line 4 *Insert:*

### Liquigaz Castañas Jetty 9.14a

- 1 Liquigaz Castañas Jetty (13°52'21N 121°33'81E), consists of a T-shaped jetty 820 m long extending SSE from the coast. The jetty has a least depth of 15 m, and can berth vessels of 200 m to seaward and 145 m on the W inshore leg. The onshore tankage has a capacity of 5 600 metric tonnes of LPG. Pilots reportedly board a mile off the berth.

**Terminal operator.** Liquigaz Philippines Corporation.  
Website. [www.liquigaz.com](http://www.liquigaz.com)

### World Grannary Castañas Jetty 9.14b

- 1 World Grannary Castañas Jetty (13°52'45N 121°34'50E), consists of an L-shaped jetty 980 m long extending SSE from the coast. The jetty can accept cape size vessels up to 120 000 dwt and is used for the import of grain.

**Terminal operator.** World Grannary Incorporated.  
Website. <http://nationgrannary.com/home>

H102; BA Chart 4489/04

[NP33-No 29-Wk 33/18]

## Philippines - Luzon - Tayabas Bay - Sariaya — Jetties

268

Paragraph 9.14a - 9.14b including headings and existing Section IV Notice Week 33/18 *Replace by:*

### Liquigaz Sariaya Jetty 9.14a

- 1 **Position and function.** Liquigaz Sariaya Jetty (13°52'21N 121°33'82E), consists of a T-shaped jetty 820 m long extending SSE from the coast. The jetty has a least depth of 15 m, and can berth vessels of 245 m to seaward and 145 m on the W inshore leg. The onshore tankage has a capacity of 5 600 metric tonnes of LPG. Pilots reportedly board a mile off the berth.

- 2 **Anchorage** is centred on 13°51'00N 121°34'00E.  
**Terminal operator.** Liquigaz Philippines Corporation.  
Website. [www.liquigaz.com](http://www.liquigaz.com)

### World Grannary Castañas Jetty 9.14b

- 1 **Berth.** World Grannary Castañas Jetty (13°52'45N 121°34'50E), consists of an L-shaped jetty 980 m long extending SSE from the coast. The jetty can accept cape size vessels up to 120 000 dwt and is used for the import of grain.

**Terminal operator.** World Grannary Incorporated.  
Website. <http://nationgrannary.com/home>

Philippine Notice 11/060/18

[NP33-No 31-Wk 02/19]

## Luzon - San Bernardino Strait - Santa Magdalena — Directions; light

284

Paragraph 9.125 2 lines 4-6 *Replace by:*

Santa Magdalena Light (white GRP tower, 10 m in height) (12°38'92N 124°06'39E).

Philippine Notice 08/048/17

[NP33-No 1-Wk 52/17]

## Luzon - San Bernardino Strait - Santa Magdalena — Directions; light

290

Paragraph 9.175 2 lines 5-6 *Replace by:*

Santa Magdalena Light (12°38'92N 124°06'39E) (9.125).

Philippine Notice 08/048/17

[NP33-No 2-Wk 52/17]



**Luzon - San Bernardino Strait -  
San Bernardino Island — Directions; light**

**290**

Paragraph 9.176 2 line 10 *Replace by:*

...124°17'·07E).

Philippine Notice 08/048/17 [NP33-No 3-Wk 52/17]

**Luzon - San Bernardino Strait -  
Santa Magdalena — Directions; light**

**300**

Paragraph 9.244 1 lines 2-3 *Replace by:*

Santa Magdalena Light (12°38'·92N 124°06'·39E)  
(9.125).

Philippine Notice 08/048/17 [NP33-No 4-Wk 52/17]

**Philippines - Mindanao — Regulations**

**321**

*After Paragraph 10.2 1 line 7 Insert:*

**Regulations  
10.2a**

- 1 Routes within this chapter fall within the Maritime Area of Common Concern (1.8). All vessels transiting the area are required to pass through the Recommended Transit Corridors (RTC).

Correspondence [NP33-No 19-Wk 02/18]

**Philippines - Mindanao — Directions**

**322**

Paragraph 10.10 1 lines 1-2 *Replace by:*

- 1 From a position ENE of Teinga Island (6°53'·83N 121°35'·43E) (6.132) the track leads N, following the Recommended Transit Corridor (RTC) (1.8), passing:

Paragraph 10.10 1 line 3 *For WNW Read W*

Paragraph 10.10 2 line 1 *For WNW Read W*

Paragraph 10.10 3 line 1 *For WNW Read W*

Paragraph 10.10 3 line 4 *Delete*

Paragraph 10.10 3 line 5 *For WNW Read W*

Paragraph 10.10 4 line 1 *For WNW Read W*

Paragraph 10.10 5 line 1 *For WNW Read W*

Paragraph 10.10 5 line 3 *For WNW Read W*

Paragraph 10.10 6 line 1 *For WNW Read W*

*After Paragraph 10.10 6 line 8 Insert:*

The track then continues NE, passing:

Paragraph 10.10 7 line 1 *For WNW Read NW*

Paragraph 10.10 8 line 1 *For WNW Read NW*

Paragraph 10.10 8 line 5 *For WNW Read NW*

Paragraph 10.10 8 line 8 *For WNW Read NW*

Paragraph 10.10 9 line 1 *For NNE Read NE*

Correspondence [NP33-No 20-Wk 02/18]

**Philippines - Mindanao — Directions**

**323**

Paragraph 10.21 1 line 3 *Replace by:*

...following the RTC (1.8), passing:

Correspondence [NP33-No 21a-Wk 02/18]

**Philippines - Mindanao — Directions**

**324**

Paragraph 10.21 5 line 4 *Replace by:*

...a sail from NE or SW. The RTC terminates 16 miles NNW of Diwait Point. Thence:

Correspondence [NP33-No 21b-Wk 02/18]

**Philippines - Negros - Tañon Strait west side -  
San Carlos City — Pipeline**

**332**

*After Paragraph 10.92 1 line 4 Insert:*

A submarine pipeline is reported (2018) to exist between the following positions:

10°28'·65N 123°25'·12E;  
10°27'·78N 123°25'·97E.

Philippine Notice 7/040(P)/18 [NP33-No 30-Wk 36/18]

**Philippines - Mindanao - Butuan Bay -  
Nasipit Harbour — Pilotage**

**375**

Paragraph 10.427 2 lines 3-7 *Replace by:*

...boarding positions are as follows:

For Nasipit at 8°59'·65N 125°20'·31E.

Philippines Notice 5/19/18 [NP33-No 28-Wk 27/18]

**Luzon - Luzon Plateau - Benham Bank —  
Marine Protected Area**

**379**

*After Paragraph 11.3 1 line 4 Insert:*

**Marine Protected Area**

**11.3a**

- 1 The Philippine Rise Marine Resource Reserve (PRMRR) surrounding Benham Bank has been established by the Philippine Government, centred on 15°47'·50N 124°16'·00E. A smaller strict protection zone exists within this PRMRR.

Philippine Notice 058/489/18 [NP33-No 27-Wk 26/18]

# NP33

## Philippines - Luzon - Lagonoy Gulf - Tabaco — Directions; lights

409-410

Paragraph 11.207 1-2 *Replace by:*

- 1 From a position on the coastal route N of San Miguel Point (13°24'39N 123°45'86E) the track leads SE for 2½ miles to the pilot boarding position.

### Malinao Leading Lights:

Front light (white concrete pillar, 7 m in height)  
(13°24'24N 123°42'92E).

Rear light (concrete tower) (5½ cables from front light).

- 2 From the pilot boarding position the alignment (239.2°) of the leading lights at Malinao leads towards the harbour entrance, passing:

Philippine Notice 1/001/20 [NP33-No 38-Wk 11/20]

## NP34 Indonesia Pilot Volume 2 (2019 Edition)

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

### Indonesia - Bali - Selat Lombok — TSS

4

Paragraph 1.17 1 *Replace by:*

- 1 See IMO publication *Ships' Routeing* for general provisions on ships' routeing. The following TSS in the waters covered by this volume are IMO-adopted and regulations for navigating in these schemes are contained in Rule 10 of *International Regulations for Preventing Collisions at Sea (1972)*:  
In the Lombok Strait (8°37'91S 115°45'98E).

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337  
[NP34-No 59-Wk 28/20]

### Indonesia - Jawa - North coast — Wrecks

90

After Paragraph 4.57 1 line 7 *Insert:*

### Traffic regulations

#### 4.57a

- 1 **Restricted areas.** Anchoring, fishing and diving are prohibited in the vicinity of historic wrecks in the following positions:  
6°28'61S 112°03'31E;  
6°35'58S 112°09'12E.

ENC ID30081A [NP34-No 20-Wk 34/19]

### Indonesia - Jawa - North coast - Tanjung Awarawar — Prohibited areas; wrecks

90

Paragraph 4.55-4.57a including headings and existing  
Section IV Notice Week 34/19 *Replace by:*

### Spare 4.55

### Hazards

#### 4.56

- 1 **Former mined areas.** See 1.10 and Appendix I.  
**Floating hazards.** Kali Solo (6°55'37S 112°34'88E), which enters the Java Sea on the W side of Ujung Pangkah (4.71), discharges a considerable amount of debris into the sea; the coast and banks of it may extend to seaward. The cape should therefore, be rounded at a prudent distance, keeping in depths of more than 20 m.

### Prohibited areas

#### 4.57

- 1 Anchoring, diving, fishing and other forms of interference are prohibited in the vicinity of historic wrecks in the following positions:  
6°28'61S 112°03'31E;  
6°35'58S 112°09'12E;  
6°47'23S 112°03'03E.

UKHO

[NP34-No 33-Wk 42/19]

### Indonesia - Jawa - North coast — Directions; wrecks; buoyage

90

Paragraph 4.60 1 and 2 *Replace by:*

- 1 From a position NNE of Tanjung Bendoh (6°37'41S 111°29'44E), the route leads ESE, passing:  
Clear of a dangerous wreck (6°18'14S 111°41'12E) (position approximate), thence:  
NNE of a light buoy (safe water) (6°38'46S 111°55'69E) and Tanjung Awarawar (6°46'24S 111°57'12E), from which a light (4.59) is exhibited, thence:  
2 Clear of two dangerous historic wrecks (4.57a), thence:  
NNE of the lighted storage tanker *Cilacap* (6°43'85S 112°09'33E), thence:  
NNE of a dangerous wreck (6°39'37S 112°17'52E), a light buoy (special) lies 1¼ miles NNE, thence:  
3 NNE of two wrecks which lie close N and NE of Ujung Pangkah (4.71).  
Thence the track continues to the vicinity of a light buoy (safe water) (6°36'97S 112°39'49E) at the entrance to Selat Surabaya. A dangerous wreck lies 2¼ miles NNE of the buoy.

ENC ID30081A; Indonesian Chart 81A/18  
[NP34-No 21-Wk 34/19]

### Indonesia - Madura - Selat Surabaya — Anchorages; wrecks

93

Paragraph 4.78 1 line(s) 3 *Replace by:*

...designated anchorage area (6°50'38S 112°46'74E),  
avoiding charted wrecks, in depths from 15 to 36 m.

Indonesian Chart 82 [NP34-No 19-Wk 33/19]

**Indonesia - Jawa - Approaches to Surabaya -  
Gresik — Directions; shoal; light buoy**

95

Paragraph 4.88 2 line 6 *Replace by:*

...(7°07'·61S 112°39'·62E), thence:  
Clear of a shoal patch (7°08'·25S 112°39'·70E)  
marked by a light buoy (isolated danger).

Indonesian Notice 06/083/19 [NP34-No 1-Wk 10/19]

**Indonesia - Jawa - North coast -  
Tanjungperak — Anchorages**

98

Paragraph 4.111 1-3 *Replace by:*

- 1 Anchorage A (7°11'·25S 112°43'·22E), situated N of the Commercial Basin (4.112), has depths of about 4 to 21 m; however numerous wrecks and shoals are charted within this area. A mooring buoy (7°10'·96S 112°43'·38E) lies in the NE part of this anchorage. A naval anchorage (7°11'·30S 112°44'·75E) lies N of the Naval Harbour; permission to anchor in this area must be obtained from the Harbour Master. A dangerous wreck (7°11'·15S 112°44'·80E), marked by a light buoy (S cardinal), lies within the anchorage. Shoals, with depths of less than 1 m, lie N of this anchorage (4.110).
- 2 The roadstead normally affords safe anchorage in both monsoons in depths to 20 m, mud and sand. When a strong wind and tidal stream combine, a vessel may occasionally drag. Vessels at anchor in the vicinity can be affected by the stream setting out of Kali Mas (4.113), and usually lie heading S.

Indonesian Chart 84 [NP34-No 18-Wk 33/19]

**Indonesia - Jawa - Selat Madura - Probolinggo  
— Directions; navigation marks**

102

Paragraph 4.149 1 line(s) 10-11 *Replace by:*

Approaching from the E, vessels should pass clear of a light buoy (safe water) (7°41'·23S 113°16'·54E) and N of a light buoy (port, lateral) (7°42'·04S 113°14'·73E).

Paragraph 4.149 2 line(s) 5 *For* 7°43'·85S 113°13'·21E  
*Read* 7°44'·05S 113°13'·07E

Indonesian Notices 14/180; 181; 187/19  
[NP34-No 3-Wk 17/19]

**Indonesia - Jawa - Kalianget —  
Directions; buoyage**

105

Paragraph 4.178 2 line(s) 5 *Replace by:*

...side of a reef and clear of a light buoy (safe water)  
(7°08'·14S 113°56'·34E).

Indonesian Notices 14/183/19 [NP34-No 4-Wk 17/19]

**Indonesia - Jawa - Kalianget —  
Directions; buoyage**

106

Paragraph 4.178 2 line(s) 8 *For* clear *Read* NE

Paragraph 4.178 2 line(s) 9 *Replace by:*

...113°56'·40E), a coral reef marked by discoloration and clear of a light buoy (safe water) (7°08'·14S 113°56'·34E).

Indonesian Notices 14/183/19 [NP34-No 5-Wk 17/19]

**Indonesia - Bali Sea - Pulau Sapudi —  
Directions; offshore marks**

107

Paragraph 4.188 1 lines 1-4 *Replace by:*

**Offshore marks:**

MBH Platform (lit) (7°18'·76S 114°18'·36E).  
MDA Platform (lit) (7°19'·50S 114°32'·92E).

**Major lights:**

Tribung Light (white octagonal framework tower,  
59 m in height) (7°05'·53S 114°16'·37E);  
obscured by Pulau Sapudi 230°-322°.

Indonesian Notice 28/377 & 378/19  
[NP34-No 16-Wk 33/19]

**Indonesia - Bali Sea - Pulau Sapudi —  
Directions; MBH platform**

107

Paragraph 4.190 1 line 7 *Replace by:*

...114°15'·07E) and MBH platform (4.188), thence ENE of Gosong Karangmas...

Indonesian Notice 28/377/19 [NP34-No 17-Wk 33/19]

**Indonesia - Jawa - Selat Bali - Tanjung Wangi —  
Directions; depths**

114

Paragraph 5.28 1 lines 1-8 *Replace by:*

**Approach from N.** From N, vessels approaching the pilot boarding area off the berths should give Tanjung Selogiri (8°06'·66S 114°24'·42E) a wide berth, on account of the fringing reef fronting the coast.

**Approach from S.** From the S, the track passes E of a dangerous wreck (8°09'·02S 114°24'·28E), thence E of the Aspal (Asphalt) Jetty (5.29) and Oil Terminal (5.29), both fringed by coral patches with a depth of 6-3 m.

Paragraph 5.29 1 lines 5-7 *Replace by:*

...tankers up to 80 m LOA. An 8 m patch (8°07'·80S 114°24'·34E) lies ESE of the main wharf. A light (5.28) is exhibited from the centre of the wharf.

ENC ID500195 [NP34-No 46-Wk 10/20]

# NP34

## Indonesia - Bali - North coast - Celukanbawang — Leading lights

117

Paragraph 5.44 2 line(s) 4-5 *Replace by:*

The alignment (196°) of these lights leads SSW into the bay, passing:

ENC ID5261R8 (1.000) [NP34-No 70-Wk 48/20]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

## Indonesia - Bali - Selat Lombok — Regulations; TSS

118

After Paragraph 5.52 2 *Insert:*

### Regulations 5.52a

- 1 **Traffic separation scheme.** A traffic separation scheme is established in Selat Lombok, consisting of two precautionary areas joined by traffic lanes, and a single inshore traffic zone to the E. The scheme is IMO-adopted, and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* applies.

Vessels should be aware of crossing traffic in the vicinity of the precautionary areas.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/3370  
[NP34-No 60-Wk 28/20]

## Indonesia - Bali - Selat Lombok — Regulations; TSS, VTS

118

After Paragraph 5.52 2 including existing Section IV Notice Week 28/20 *Insert:*

### Regulations 5.52a

- 1 **Traffic separation scheme.** A traffic separation scheme is established in Selat Lombok, consisting of two precautionary areas joined by traffic lanes, and a single inshore traffic zone to the E. The scheme is IMO-adopted, and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* applies. For further details, see ADMIRALTY List of Radio Signals Volume 6(4).

Vessels should be aware of crossing traffic in the vicinity of the precautionary areas.

- 2 **Vessel Traffic Service.** LOMBOKREP is in operation for the control of shipping and is mandatory for all Indonesian vessels and strongly recommended for all foreign vessels. For further details, see ADMIRALTY List of Radio Signals Volume 6.

Indonesian Notice 38/479/20  
[NP34-No 66-Wk 45/20]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

## Indonesia - Bali - Selat Lombok — Route; TSS

118

Paragraph 5.55 1 line 4 *Replace by:*

...through Selat Lombok leads NNE through the TSS (5.52a) for 36 miles.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337  
[NP34-No 61-Wk 28/20]

## Indonesia - Bali - Selat Lombok - Pulau Gilitepekong — Directions; light

119

Paragraph 5.57 1 lines 4-5 *Delete*

Indonesian Notice 21/292/19 [NP34-No 11-Wk 25/19]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

## Indonesia - Bali - Selat Lombok — Directions; TSS

119

Paragraph 5.58 1 line 4 *Replace by:*

...NNE through the TSS (5.52a), to a position WNW of Pulau Trewangan...

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337  
[NP34-No 62-Wk 28/20]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

## Indonesia - Bali - Selat Lombok — Directions; TSS

119

Paragraph 5.59 1 line 2 *Replace by:*

...(8°21'·00S 116°02'·00E) (5.56) at the termination of Selat Lombok TSS (5.52a), to a position WNW of Gosong...

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337  
[NP34-No 63-Wk 28/20]

## Indonesia - Bali - Selat Lombok - Pulau Gilitepekong — Directions; light

121

Paragraph 5.66 3 line 3 *Delete*

Paragraph 5.67 3 lines 4-5 *Replace by:*

...rocks lie off its NE end. A light (white metal framework tower) (8°31'·92S 115°35'·13E) stands on the islet. Thence:

Indonesian Notice 21/292/19 [NP34-No 12-Wk 25/19]



Indonesia - Bali - Selat Lombok -  
Pulau Lombok - Anchorage

122

Paragraph 5.76 including heading *Replace by*:**Spare  
5.76**

GB Chart 3706/20

[NP34-No 55-Wk 24/20]

Indonesia - Bali - Pelabuhan Benoa —  
Anchorage; traffic regulations

123

Paragraph 5.83 1-2 *Replace by*:

- 1 Benoa has the following designated anchorages:

<i>Anchorage</i>	<i>Position</i>	<i>Depths</i>
Passenger vessels	8°45'·76S 115°14'·39E	9 to 28 m
Cruise vessels	8°45'·76S 115°14'·86E	9 to 23 m
Quarantine anchorage	8°45'·76S 115°15'·24E	17 to 30 m
2 Cargo vessels	8°46'·23S 115°14'·63E	19 to 34 m
Laid-up vessels	8°46'·13S 115°13'·98E	5 to 20 m
Government vessels	8°46'·35S 115°13'·98E	3 to 20 m
Sea trial anchorage	8°45'·84S 115°15'·85E	38 to 46 m
3 Emergency anchorage	8°45'·45S 115°14'·43E	7 to 21 m

**Caution.** In the NW monsoon a high swell sets over the banks lying NNE and NE of Nusadua (8°48'·15S 115°14'·42E) (5.67); in this case anchorage may be obtained off Pelabuhan Sanur (5.77), in similar depths, 7 miles farther N.

After Paragraph 5.84 1 line 3 *Insert*:**Traffic regulations  
5.84a**

- 1 The entrance channel is one way only for vessels over 70 m in length at the turn in the vicinity of No 5 Light Buoy (starboard hand) (8°45'·28S 115°13'·76E).

Indonesia Notice 33/447/19

[NP34-No 32-Wk 38/19]

Indonesia - Bali - Approaches to Benoa —  
Directions; shoal patch

123

After Paragraph 5.87 2 line 4 *Insert*:

**Caution.** A 9.9 m shoal patch (8°45'·09S 115°14'·53E) lies close WNW of the buoy.

Indonesian Notice 17/204/20

[NP34-No 53-Wk 21/20]

Indonesia - Lombok - Lembar —  
Anchorage; pilotage

125

Paragraph 5.95 1 lines 3-8 *Replace by*:

**Outer anchorages.** Lembar has several designated anchorages:

<i>Anchorage</i>	<i>Position</i>	<i>Depth</i>
Ferries	8°44'·89S 116°02'·97E	14 to 18 m
Passenger vessels	8°44'·56S 116°02'·95E	17 to 20 m
Cargo vessels	8°44'·26S 116°02'·90E	18 to 22 m
Tanker vessels	8°43'·98S 116°02'·91E	20 to 25 m
Emergency anchorage	8°43'·80S 116°02'·98E	20 to 25 m
Reserve anchorage	8°42'·85S 116°03'·28E	10 to 20 m
Trial anchorage	8°42'·28S 116°03'·30E	7 to 20 m

Paragraph 5.95 2 line(s) 1-3 *Replace by*:

- 2 **Pilotage.** Pilots board at 8°43'·07S 116°02'·88E; requests for a pilot should be made to the Port Authority 24 hours in advance of arrival.

Indonesian Notice 23/324/19; 23/325/19

[NP34-No 13-Wk 27/19]

## Indonesia - Lombok - Lembar — Anchorages

125

After Paragraph 5.95 2 including existing Section IV Notice Week 27/19 *Insert*:

**Prohibited anchorage.** Anchoring is prohibited in the vicinity of 8°43'·98S 116°04'·24E.

Paragraph 5.99 1 lines 1-2 *Delete*

ENC ID5292R4; GB Chart 946/19

[NP34-No 42-Wk 46/19]

Indonesia - Flores - Labuan Bajo —  
Directions; names; alignments; positions

159

Paragraph 6.148 1 line(s) 4-5 *Replace by*:

...light (6.68) is exhibited, and W of Pulau Bidadari (6.149).

Paragraph 6.148 3 line(s) 4 *Replace by*:

...160° of Batuputih (8°32'·21S 119°50'·81E), a prominent...

Paragraph 6.149 4 line(s) 2-4 *Replace by*:

Pulau Bidadari (Pulau Tabolong) (8°28'·91S 119°50'·21E), reed-covered and with a plantation on the S side.

ENC ID50296A

[NP34-No 39-Wk 45/19]

# NP34

## Indonesia - Flores - Labuan Bajo — Directions; alignments; light buoys; depths

160

Paragraph 6.149 5 line(s) 1-3 *Replace by:*

- 5 The alignment (102°) of the summit of Pulau Bidadari with the SE summit of Pulau Tenga leads ESE on the recommended track, passing:

Paragraph 6.150 1-6 *Replace by:*

- 1 From either the N or W track described above, the line of bearing 160° of Batuputih (8°32'·21S 119°50'·81E) (6.148), then leads SSE on the recommended track, passing:

ENE of the shoal patches described at 6.143, and:  
WSW of Pulau Bidadari (6.149).

- 2 When in position 8°29'·49S 119°49'·80E the track leads ESE, passing:

NNE of a reef (8°29'·68S 119°49'·65E), marked by a light buoy (isolated danger), thence:

- 3 NNE of two reefs (8°30'·32S 119°49'·91E and 8°30'·47S 119°50'·39E), and:

SSW of Pulau Mukamma Besar (8°29'·31S 119°50'·76E); a rock, about 1 cable S of the steep S extremity of the island, is the outer danger.

- 4 The recommended track then leads E on the line of bearing 091° of the N part of a steep wooded point (8°29'·97S 119°52'·76E), passing:

N of a shoal (8°30'·11S 119°52'·01E), with a depth of 7·1 m, thence:

S of Pulau Monyet (8°29'·75S 119°52'·10E), steep except at the N extremity, where it is covered by mangroves.

**Caution.** There is no navigable passage between Pulau Bidadari and Pulau Mukamma Besar.

- 5 From a position SSE of Pulau Monyet, the track leads NNE to the roadstead and berths, passing:

NNW of a shoal (8°30'·10S 119°52'·32E), depth of 3·6 m, thence:

Between Pulau Monyet and a light buoy (starboard hand) marking a rock (8°29'·91S 119°52'·41E), with depth of 1·6 m, coral, seldom marked by discolouration.

Indonesian Notices 39/521; 522/19; ENC ID50296A

[NP34-No 40-Wk 45/19]

## Indonesia - Flores - Selat Molo — Directions; names

163

Paragraph 6.171 4 line(s) 7-8 *Replace by:*

...lying between Pulau Bidadari and Pulau Mukamma Besar.

ENC ID50296A

[NP34-No 41-Wk 45/19]

## Indonesia - South coast of Flores Island - Teluk Ipi — Directions; light

177

*After Paragraph 7.70 1 line 5 Insert:*

Ipi Ende Light (white lighthouse, 20 m in height)  
(8°51'·24S 121°39'·73E).

Indonesian Notice 5/44/20

[NP34-No 45-Wk 09/20]

## Indonesia - Kalimantan - Pulau Keramian — Shoals

216

Paragraph 9.11 1 line(s) 8-10 *Replace by:*

...seen at some distance from the island. Numerous shoal patches lie up to about 33 miles E and SE of the island.

Indonesian Chart 515/18

[NP34-No 27-Wk 36/19]

## Indonesia - Java Sea — Directions; wreck

217

Paragraph 9.22 1 lines 6-10 *Replace by:*

NNE of Gosong Gia (9.16) and Karang Mian (9.16), and:

Clear of a dangerous wreck (4°60'·00S 113°29'·02E), reported (1979), thence:

GB Chart 2796/19

[NP34-No 43-Wk 46/19]

## Indonesia - Kalimantan - Tanjung Puting towards Pulau-pulau Lima — Directions; wrecks; shoal

217

*After Paragraph 9.24 1 line 4 Insert:*

Clear of a dangerous wreck (4°37'·72S 113°35'·56E), reported (2019), thence:

Clear of a dangerous wreck (4°33'·03S 113°46'·05E), position approximate, thence:

Clear of a production platform (4°42'·76S 114°06'·22E), thence:

Clear of a shoal patch (4°38'·92S 114°15'·00E) with a least depth of 16 m, thence:

Paragraph 9.24 1 line(s) 10-12 *Replace by:*

...particularly prominent from E or W. And:

Clear of dangerous wreck (4°51'·00S 114°40'·01E), position approximate, thence:

Indonesian Chart 515/18

[NP34-No 28-Wk 36/19]

## Indonesia - Java Sea - Kalimantan — Directions; shoal

217

*After Paragraph 9.24 1 line 4 including existing Section IV Notice Week 36/19 Replace:*

Clear of a dangerous wreck (4°37'·72S 113°35'·56E), reported (2019), thence:

Clear of a dangerous wreck (4°33'·03S 113°46'·05E), position approximate, thence:

Clear of shoal patch (4°43'53S 113°56'37E), reported (2003), with a least depth of 13 m, thence:

Clear of a production platform (4°42'76S 114°06'22E), thence:

Clear of shoal patch (4°38'92S 114°15'00E) with a least depth of 16 m, thence:

GB Chart 2796/19

[NP34-No 44-Wk 46/19]

**Indonesia - Java Sea - Kalimantan - South coast - Sungai Kahayan — Pilotage**

**221**

Paragraph 9.43 1 line(s) 5 *Replace by:*

...114°28'42E) in the...

Indonesian Chart 289/20

[NP34-No 52-Wk 20/20]

**Indonesia - Kalimantan - Banjarmasin — Directions; pilotage**

**222**

Paragraph 9.54 2 line 9 *For* (3°40'00S 114°24'02E) *Read* (3°40'00S 114°28'42E)

Paragraph 9.54 4 line 7 *For* (3°40'00S 114°24'02E) *Read* (3°40'00S 114°28'42E)

Indonesian Notice 37/498/19

[NP34-No 34-Wk 42/19]

**Indonesia - Kalimantan - Banjarmasin — Anchorage; pilotage**

**223**

Paragraph 9.58 1-2 *Replace by:*

- 1 **Port operations.** The port operates 24 hours a day. Tankers enter during daylight hours only.

**Outer anchorage.** Designated anchorages lie in the vicinity of the fairway light buoy (safe water) (3°40'55S 114°28'54E). The holding ground is not good. Mariners should note that the buoyed channel passes between the anchorage areas. The Cargo vessel and Tugboat anchorages lie opposite the berths at Trisakti (3°19'67S 114°33'47E). The details are as follows:

<i>Anchorage</i>	<i>Position</i>	<i>Depths</i>
2 Terminal 1	3°43'12S 114°25'85E	14 to 22 m
Terminal 2	3°43'12S 114°29'32E	8 to 23 m
Anchorage 1	3°39'29S 114°26'47E	2 to 13 m
Anchorage 2	3°39'29S 114°29'90E	2 to 8 m
Quarantine	3°40'03S 114°32'50E	2 to 8 m
Laid up vessels	3°40'00S 114°24'00E	7 to 15 m
Cargo vessels	3°19'66S 114°33'15E	1 to 10 m
Tugboat	3°20'31S 114°32'70E	1 to 10 m

- 3 **Caution.** Dangerous wrecks lie within the Terminal 1, Cargo vessels and Tugboat anchorages.

**Pilotage** is compulsory for Sungai Barito and Sungai Martapura for all vessels over 150 gt. The pilot boards at 3°40'00S 114°28'42E. A pilot look-out station stands close NE of Tanjung Pedadutua, at the W entrance point to Sungai Barito.

- 4 **Quarantine.** Vessels which arrive in quarantine must anchor at the entrance to Sungai Martapura and await instructions.

Indonesian Notice 37/498;499/19

[NP34-No 35-Wk 42/19]

**Indonesia - Kalimantan - Banjarmasin — Anchorage**

**224**

Paragraph 9.62 1 *Replace by:*

- 1 **Taboneo anchorage.** The Taboneo anchorage area contains two working anchorages; Terminal 1 and Terminal 2 (9.58).

Indonesian Notice 37/499/19

[NP34-No 36-Wk 42/19]

**Indonesia - Selat Makassar west part - Kalimantan east coast — Directions; major light**

**242**

*After* Paragraph 10.104 2 line 5 *Insert:*

Ambarawang Light (white metal framework tower, 30 m in height) (1°06'16S 117°04'27E).

Indonesian Notice 15/184/20; LL4741.1/20

[NP34-No 47-Wk 19/20]

**Indonesia - Kalimantan east coast - Tanjung Aru to Teluk Balikpapan — Directions; major light**

**242**

*After* Paragraph 10.108 1 line 8 *Insert:*

Ambarawang Light (1°06'16S 117°04'27E) (10.104).

Indonesian Notice 15/184/20; LL4741.1/20

[NP34-No 48-Wk 19/20]

**Indonesia - Kalimantan east coast - Teluk Balikpapan — Directions; major light**

**245**

*After* Paragraph 10.132 3 line 3 *Insert:*

Ambarawang Light (1°06'16S 117°04'27E) (10.104).

Indonesian Notice 15/184/20; LL4741.1/20

[NP34-No 49-Wk 19/20]

**Indonesia - Kalimantan - Balikpapan Inner anchorages**

**247**

Paragraph 10.141 3 line(s) 3-5 *Delete*

GB Chart 2639/19

[NP34-No 14-Wk 28/19]

# NP34

## Indonesia - Kalimantan east coast - Teluk Balikpapan to Tanjung Bayur — Directions; major light

248

After Paragraph 10.156 1 line 8 *Insert*:

Ambarawang Light (1°06'·16S 117°04'·27E)  
(10.104).

Indonesian Notice 15/184/20; LL4741.1/20  
[NP34-No 50-Wk 19/20]

## Indonesia - Kalimantan - Samarinda — Vertical clearances

251

Paragraph 10.174 1 lines 1-6 *Replace by*:

- 1 See 10.165.  
**Vertical clearances.** A bridge (0°31'·99S 117°09'·50E), vertical clearance unknown, spans the river S of the town. Mahakam bridge (0°31'·19S 117°07'·15E) with a vertical clearance of 15·0 m spans the river at a position about 2½ miles upriver from the main wharf. Only small craft are able to operate on the river beyond this point.

ENC ID400159 [NP34-No 22-Wk 35/19]

## Indonesia - Kalimantan - Selat Makassar — Directions; platform

257

After Paragraph 10.220 2 line 6 *Insert*:

Clear of Salamander production platform (0°36'·20N 117°55'·00E), thence:

ENC ID300037 [NP34-No 54-Wk 23/20]

## Indonesia - Teluk Sangkulirang — Directions; major light

259

Paragraph 10.232 1 line(s) 1 *Replace by*:

- 1 **Major light:**  
Maloy Light Beacon (white metal framework tower, 30 m in height) (0°55'·12N 117°59'·16E).  
**Track.** From a position SE of a light (red metal framework...

Indonesian Notice 15/179/20; LL4798.1/20  
[NP34-No 51-Wk 19/20]

## Indonesia - Kalimantan - Celebes Sea - Teluk Sibuko — Directions; anchorage

291

Paragraph 12.13 3 lines 1-3 *Replace by*:

- 3 ENE of Unarang (4°00'·70N 118°04'·92E) a...

GB Chart 1852/20 [NP34-No 56-Wk 24/20]

## Indonesia - Kalimantan - Muara Pantai — Pilotage

295

Paragraph 12.45 1 line(s) 1-4 *Replace by*:

- 1 See 12.62b.

H102 MV *Achilleas* [NP34-No 67-Wk 46/20]

## Indonesia - Kalimantan - Tanjung Mangkalihat to Tanjung Sepikat - Muara Pantai — Directions; wreck

296

Paragraph 12.54 2 line(s) 11-12 *Replace by*:

Clear of a stranded wreck (01°59'·58N 117°53'·82E), reported 2019, which lies in mid channel.

Paragraph 12.54 3 line(s) 1-2 *Replace by*:

- 3 Thence, from a position N of Tanjung Buassin, the track continues WNW and thence W, passing:

Indonesian Notice 27/370/19 [NP34-No 15-Wk 31/19]

## Indonesia - Kalimantan - Muara Pantai — Berths

296

Paragraph 12.55 1 line(s) 1-12 including heading *Replace by*:

**Spare  
12.55**

H102 MV *Achilleas* [NP34-No 68-Wk 46/20]

## Indonesia - Kalimantan - Muara Pantai — Transshipment area

297

After Paragraph 12.62 2 line 4 *Insert*:

## Muara Pantai

### General information 12.62a

- 1 Muara Pantai (2°00'·00N 117°54'·00E), the principal entrance to the Sungai Berau delta, comprises a facility for multiple offshore loading and discharge of bulk cargo vessels.

### Arrival information 12.62b

- 1 **Outer anchorage** berths:  
A (1°59'·10N 118°08'·50E);  
B (1°59'·20N 118°09'·00E);  
C (1°58'·60N 118°09'·00E);  
D (1°58'·35N 118°08'·55E);  
E (1°58'·70N 118°08'·20E);  
F (1°59'·20N 118°08'·10E);  
2 G (1°59'·80N 118°09'·10E);  
H (1°59'·50N 118°09'·30E);  
I (1°58'·90N 118°09'·30E).

Panamax and Handymax vessels may anchor in all of the above positions. Capesize vessels may anchor in anchorages A, B and G.



- 3 **Pilotage** is compulsory. Pilots are available 24 hours and board in the vicinity of 1°56'00N 118°14'00E.

#### Directions

##### 12.62c

- 1 See 12.54.

#### Basins and berths

##### 12.62d

- 1 **Kertas Nusantara** bleached craft pulp mill (2°01'41N 117°45'32E) is one of the largest pulp mills in South East Asia. There is one 150 m long jetty used to export the mill's products.

**Berau Coal** operates a port (2°02'80N 117°41'95E) where coal is loaded into barges, and then transhipped to vessels anchored in the approaches to Sungai Berau.

#### Port services

##### 12.62e

- 1 Fresh water.

H102 MV *Achilleas*

[NP34-No 69-Wk 46/20]

#### Indonesia - Kalimantan - Celebes Sea - Teluk Sibuko — Directions; anchorage

307

Paragraph 12.148 1 lines 11-13 *Delete*

GB Chart 1852/20

[NP34-No 57-Wk 24/20]

#### Indonesia - Kalimantan - Celebes Sea - Sibuko Oil Terminal — Anchorage

308

Paragraph 12.156 1 *Replace by:*

- 1 **Pilotage** is compulsory; the pilot boards in the vicinity of 3°55'24N 118°05'76E. Mariners must not enter the restricted area centred on the storage tanker without a pilot onboard.

GB Chart 1852/20

[NP34-No 58-Wk 24/20]

#### Indonesia - Sulawesi - South-east coast - Kendari — Depths

352

Paragraph 14.32 1 line 1 *Replace by:*

- 1 **Controlling depth.** The least depth in the approach channel is 9.0 m.  
**Tidal levels.** Mean maximum range about 1.4 m;...

Indonesian Notice 18/247/19

[NP34-No 6-Wk 22/19]

#### Indonesia - Sulawesi - South-east coast - Kendari — Limiting conditions; bridge

352

Paragraph 14.32 1 lines 1-10 including existing Section IV Notice Week 22/19 *Replace by:*

- 1 **Controlling depth.** The least depth in the approach channel is 9.0 m.

**Vertical clearance.** A bridge (3°58'59S 122°35'20E) spans the channel S of Kendari; vertical clearance 19 m.

**Tidal levels.** Mean maximum range about 1.4 m; mean minimum range about 0.8 m. For further details see *ADMIRALTY Tide Tables Volume 5*.

- 2 **Local weather.** The port experiences a great deal of rain in both monsoon periods, the wettest month being June. Visibility in the rain may be restricted; mariners should not attempt to enter the narrow channel leading to Teluk Kendari unless the passage is clear. Mariners should seek the guidance of the pilot.

Indonesian Notice 29/342/20

[NP34-No 65-Wk 34/20]

#### Indonesia - Sulawesi - South-east coast - Kendari — Anchorage

352

Paragraph 14.33 1 lines 2-5 *Replace by:*

**Outer anchorage.** There are designated anchorage areas either side of the approach channel in depths of 20 to 50 m, soft mud. Vessels are liable to drag their anchor in bad weather.

An anchorage for ship repair and refuelling lies within Teluk Kendari centered on 3°58'60S 122°34'05E with depths of 8 to 12m, mud.

Indonesian Notice 18/248/19

[NP34-No 7-Wk 22/19]

#### Indonesia - Sulawesi - South-east coast - Kendari — Pilotage; traffic regulations

352

Paragraph 14.33 2 lines 1-4 *Replace by:*

- 2 **Pilotage** is compulsory. The pilot boards at 3°57'98S 122°40'68E.

After Paragraph 14.33 3 line 6 *Insert:*

- 4 **Traffic regulations.** Traffic in the approach channel is two way. From the beacon (starboard hand) (3°58'22S 122°36'79E) close E of the Oil Jetty, traffic through the narrow channel is allowed in one direction only. A vessel may have to wait for the channel to be clear before proceeding.

Indonesian Notice 18/247/19

[NP34-No 8-Wk 22/19]

#### Indonesia - Sulawesi - South-east coast - Kendari — Directions

352

Paragraph 14.35 1-2 *Replace by:*

- 1 **Approach.** The port is approached through either Alur Pelayaran Selatan or Alur Pelayaran Utara, thence entered through the swept channel leading into Teluk Kendari, guided in part by a series of leading lines.

## NP34

- 2 From the pilot station the track to the entrance to Teluk Kendari leads generally W for about 4 miles following the recommended route through Alur Pelayaran Utara, passing:

S of the drying reef on which Pulau Bakori (3°56'·50S 122°40'·00E) (14.30) stands, thence:

Paragraph 14.35 4 lines 1–7 *Replace by:*

- 4 **Entry to Teluk Kendari** is by a series of leading...

Indonesian Notice 18/247/19 [NP34-No 9-Wk 22/19]

### Indonesia - Sulawesi - South-east coast - Kendari — Berths; anchorages

353

Paragraph 14.37 1 lines 1–2 *Replace by:*

- 1 **Anchorage** See 14.33.

Indonesian Notice 18/248/19 [NP34-No 10-Wk 22/19]

### Indonesia - Sulawesi - East coast - Teluk Talowa — Bintang Delapan Terminal

356

*After Paragraph 14.60 5 line 10 Insert:*

#### Bintang Delapan Terminal

##### General information

###### 14.60a

- 1 **Position and function.** Bintang Delapan Terminal (2°48'·56S 122°09'·47E) services the adjacent Morowali Industrial Park. Exports include nickel and steel products. Imports consist mainly of coal and iron ore.

##### Arrival information

###### 14.60b

- 1 **Pilotage.** Pilotage is available 24 hours. Pilots board in the vicinity of 2°47'·57S 122°09'·69E.

##### Harbour

###### 14.60c

- 1 The harbour lies in a small bay SE of Tanjung Laroga (2°47'·74S 122°08'·92E). The bay is encumbered by an island which lies close E of the harbour. The harbour consists of a T-shaped jetty aligned NNW/SSE extending about 50 m from the W shore of the bay. To the S of the jetty several berths line the W shore of the bay.

##### Directions for entering harbour

###### 14.60d

- 1 Bintang Delapan Terminal is approached from a position in the vicinity of 2°45'·23S 122°12'·02E. The track then leads 3¼ miles SW to the pilot station passing:

NW of a series of shoals, with a least depth of 1 m, extending NE from the bay, thence:

The track then leads 1 mile SSW to the berths.

##### Basins and berths

###### 14.60e

- 1 The main jetty has three berths with a total length of 500 m; maximum draught 16·0 m. Berth 4 lies close S of the main jetty and can accept vessels with a maximum LOA of 200 m and a maximum draught of 9·8 m.

Berth 5 lies close SE of Berth 4 and is mainly used by barges. The berth can accept vessels with a maximum LOA of 80 m and draught of 8·0 m.

Cargo is also worked at anchor by barges in an area in the vicinity of 2°47'·17S 122°09'·60E.

##### Port services

###### 14.60f

- 1 **Supplies:** fresh water.

H 102 MV *Achilleas*, GB Chart 2953, ENC ID300313

[NP34-No 37-Wk 44/19]

### Indonesia - Sulawesi - East coast - Bahodopi — Port

356

*After Paragraph 14.60 5 line 10 including the replacement of existing Section IV Notice Week 44/19 Insert:*

#### Bahodopi

##### General information

###### 14.60a

- 1 **Position and function.** Bahodopi port (2°48'·56S 122°09'·47E) services the adjacent Morowali Industrial Park. Exports include nickel and steel products. Imports consist mainly of coal and various types of ore.

##### Arrival information

###### 14.60b

- 1 **Pilotage** is available 24 hours. Pilots board in the vicinity of 2°46'·29S 122°10'·50E.

##### Harbour

###### 14.60c

- 1 **General layout.** The harbour lies in a small bay SE of Tanjung Laroga (2°47'·74S 122°08'·92E). The harbour consists of a T-shaped jetty aligned NNW/SSE extending about 50 m from the W shore of the bay. To the S of the jetty several berths line the W shore and head of the bay. Further berths lie on the E side of the bay.

- 2 **Development.** Reclamation works are in progress (2019) centred on 2°48'·68S 122°10'·15E.

##### Directions for entering harbour

###### 14.60d

- 1 Bahodopi port is approached from a position in the vicinity of 2°45'·23S 122°12'·02E. The track then leads about 1¼ miles SW to the pilot station, passing:

NW of a series of shoals, with a least depth of 1 m, extending NE from the bay, marked by a light beacon.

The track then leads SSW as required for berth.

**Basins and berths****14.60e**

- 1 The IMIP Terminal has a total length of 720 m including dolphins; depths alongside from about 13 to 20 m, maximum draught 16.0 m. Nickle Main Wharf lies close S and has a total length of 160 m; depths of about 8.5 to 10 m alongside.

Berth 1 lies close SE of Nickle Main Wharf and has a length of 100 m; depths of about 5 to 8.5 m alongside and is mainly used by barges. There are three other berths situated S of Berth 1 suitable for small vessels.

- 2 Cargo is also worked at anchor by barges in an area in the vicinity of 2°47'17S 122°09'60E.

**Port services****14.60f**

- 1 **Supplies:** fresh water.

Indonesian Chart ID 524/20 [NP34-No 64-Wk 33/20]

**Indonesia - Sulawesi - Pulau-Pulau Togian -  
Pulau Waleabahi to Pasir Tengah — Directions**

**373**

Paragraph 15.16 1 line(s) 2-5 *Replace by:*

N of a drying shoal (0°11'06S 122°11'00E), 1½ miles N of the N extremity of Pulau Waleakodi (15.19), an island close W of Pulau Waleabahi (15.19).

The track then leads WSW through the recommended channel, passing:

Indonesian Notice 31/421/19 [NP34-No 23-Wk 36/19]

**Indonesia - Sulawesi - Pulau-Pulau Togian -  
Batudaka — Anchorage**

**374**

*After Paragraph 15.21 1 line 13 Insert:*

An anchorage area (0°22'86S 121°49'59E), with depths from about 10 to 30 m, sand, lies SW of the recommended approach track.

Indonesian Notice 31/421/19 [NP34-No 24-Wk 36/19]

**Indonesia - Sulawesi -  
Pulau-Pulau Togian — Anchorages**

**374**

*After Paragraph 15.22 3 line 4 Insert:*

Anchorage may also be obtained in an area (0°14'30S 122°06'37E) ENE of Pulau Malingi.

Paragraph 15.22 4 line(s) 4-5 *Replace by:*

...are usually marked by discoloration. The anchorages are therefore best approached from either NE or...

Indonesian Notice 31/421/19 [NP34-No 25-Wk 36/19]

**Indonesia - Sulawesi - Selat Walea to  
Tanjung Api — Directions; channel**

**376**

Paragraph 15.29 3 line(s) 2 *For WSW Read SW*

*After Paragraph 15.29 3 line 13 Insert:*

The track then leads WSW through the recommended channel, passing:

Indonesian Notice 31/421/19 [NP34-No 26-Wk 36/19]

**Indonesia - Bitung - Selat Lembah -  
Pulau Serena Besar — Vertical clearance**

**391**

*After Paragraph 15.150 2 line 4 Insert:*

**Vertical clearance****15.150a**

- 1 An overhead cable, with a maximum vertical clearance of 45 m, spans Selat Lembah WNW and E of Pulau Serena Besar (1°27'64N 125°13'97E) (15.156).

Indonesian Notice 40/537/19 [NP34-No 38-Wk 45/19]

**Indonesia - Sulawesi - Anggrek -  
Teluk Kwandang — Directions; wreck**

**405**

*After Paragraph 16.69 4 line 4 Insert:*

E of a dangerous wreck (0°55'28N 122°48'43E), reported (2018), thence:

Indonesian Notice 01/12/19 [NP34-No 2-Wk 10/19]

**Indonesia - North coast of Sulawesi -  
Tanjung Pasir Putih to Tanjung Pisok —  
Directions; recommended route**

**411**

Paragraph 16.107 2 line(s) 10-11 *Replace by:*

- 3 The track then continues through the two-way recommended route leading between Tanjung Pisok and Pulau Bunaken (1°37'50N 124°45'80E) a generally low island with a hill near its W end.

Indonesian Notice 32/436/19 [NP34-No 29-Wk 37/19]

**Indonesia - North coast of Sulawesi -  
Manado — Directions; berths**

**411**

Paragraph 16.114 1 line(s) 1-3 *Replace by:*

- 1 Teluk Manado is deep and clear of known dangers until close to the shore and can be approached without difficulty by day or night through the two-way recommended routes.

Paragraph 16.115 1 line(s) 8-9 *Replace by:*

A designated anchorage (1°30'25N 124°50'28E) lies about 3½ cables N of the entrance.

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A lay-up anchorage (1°30'59N 124°50'44E) and a cruise vessel anchorage (1°30'51N 124°50'40E) lie about 6 cables N of the entrance.

Indonesian Notice 32/436/19 [NP34-No 30-Wk 37/19]

### **Indonesia - North coast of Sulawesi - Tanjung Pisok to Tanjung Torowitan — Directions; recommended route**

412

Paragraph 16.122 1 line(s) 1-2 *Replace by:*

- 1 From a position NW of Tanjung Pisok (1°34'36N 124°48'01E) the track leads generally NE in the two-way recommended route, passing:

Paragraph 16.122 2 line(s) 9 *Replace by:*

- 3 The track then leads to a position NW of Tanjung Torowitan (16.121), at the end of the two-way recommended route.

Indonesian Notice 32/436/19 [NP34-No 31-Wk 37/19]

## **NP35 Indonesia Pilot Volume 3 (2017 Edition)**

### **Indonesia - Sawu Sea - Selat Sunda to Selat Rote - Pulau Rote — Directions; light**

86

*After Paragraph 3.23 3 line 6 Insert:*

Oelaba Light (white lighthouse, 20 m in height),  
(10°45'18S 122°54'77E).

Indonesian Notice 5/43/20 [NP35-No 13-Wk 09/20]

### **Indonesia - Timor - Teluk Kupang - Pulau Kera — Directions; light**

90

*After Paragraph 3.57 1 line 3 Insert:*

Pulau Kera Light (white GRP tower, 20 m in height)  
(10°05'29S 123°33'20E), if approaching from W  
or N.

Indonesian Notice 50/665/19 [NP35-No 7-Wk 03/20]

### **Indonesia - Timor - Teluk Kupang - Pulau Kera — Directions; light**

92

*After Paragraph 3.79 1 line 9 Insert:*

Pulau Kera Light (10°05'29S 123°33'20E) (3.57).

Indonesian Notice 50/665/19 [NP35-No 8-Wk 03/20]

### **Indonesia - Timor - Teluk Kupang - Pulau Kera — Directions; light**

93

Paragraph 3.82 2 lines 3-4 *Replace by:*

...of 8.4 m, fronting Pulau Kera (3.77). Pulau Kera Light  
(3.57) is exhibited from the W side of the...

Indonesian Notice 50/665/19 [NP35-No 9-Wk 03/20]

### **Indonesia - Timor - Teluk Kupang - Pulau Kera — Directions; light**

94

*After Paragraph 3.94 1 line 8 Insert:*

Pulau Kera Light (10°05'29S 123°33'20E) (3.57).

Indonesian Notice 50/665/19 [NP35-No 10-Wk 03/20]

### **Indonesia - Timor - Teluk Kupang - Pulau Kera — Directions; light**

95

*After Paragraph 3.104 1 line 6 Insert:*

Pulau Kera Light (10°05'29S 123°33'20E) (3.57).

Indonesian Notice 50/665/19 [NP35-No 11-Wk 03/20]

### **Indonesia - Timor - Teluk Kupang - Pulau Kera — Directions; light**

96

*After Paragraph 3.110 3 line 5 Insert:*

Pulau Kera Light (10°05'29S 123°33'20E) (3.57).

Indonesian Notice 50/665/19 [NP35-No 12-Wk 03/20]

### **Indonesia - Selat Wetar - Selat Liran — Directions; light**

108

Paragraph 3.199 2 line(s) 7 *Replace by:*

...rocks, thence:  
E of Selat Liran Light (white lighthouse, 22 m in  
height) (8°00'29S 125°45'68E).

Indonesian Notice 5/45/20 [NP35-No 14-Wk 09/20]

### **Indonesia - Banda Sea - Pulau-Pulau Tanimbar - Selat Egron — Directions; wreck**

127

Paragraph 4.136 1 line 9 *Replace by:*

...Saumlaki (4.137) stands, thence:  
Clear of a dangerous wreck (8°06'00S  
131°12'75E), thence:

Indonesian Notice 29/314/18 [NP35-No 2-Wk 33/18]



**Indonesia - Banda Sea - Pulau-Pulau Tanimbar  
- Saumlaki approaches — Directions; wreck**

128

Paragraph 4.141 1 line 4 *Replace by:*

**Track.** From a position about 3 miles ESE of Tanjung Adaut Tubun (8°07'·19S 131°09'·90E) the track leads NNE, passing:

Clear of a dangerous wreck (8°06'·00S 131°12'·75E), thence:

Indonesian Notice 29/314/18 [NP35-No 3-Wk 33/18]

**Indonesia - Banda Sea - Ambon —  
Directions; wreck**

181

Paragraph 6.115 6 line 6 *For NE Read ENE*

*After Paragraph 6.115 7 line 5 Insert:*

NNW of a dangerous wreck (3°39'·42S 128°12'·52E).

Indonesian Notice 33/403/20

[NP35-No 15-Wk 39/20]

**Indonesia - Papua - Jayapura and Teluk Imbi —  
Arrival information; anchorages**

249

Paragraph 9.20 1 lines 1-4 *Replace by:*

- 1 **Outer anchorages.** Designated anchorages lie on both sides of the entrance channel:  
STS area (2°32'·03S 140°44'·08E), depths from 40 to 75 m.  
Sea trial area (2°32'·40S 140°44'·45E), depths from 65 to 95 m.  
Vessels over 150 gt (2°32'·76S 140°44'·29E), depths from 40 to 90 m.
- 2 Vessels less than 150 gt (2°32'·57S 140°43'·71E), depths from 50 to 70 m.  
Yacht anchorage (2°32'·51S 140°43'·30E), depths from 15 to 60 m.  
Emergency anchorage (2°33'·05S 140°44'·00E), depths from 30 to 65 m.  
Dead ship anchorage (2°33'·00S 140°43'·67E), depths from 10 to 47 m.

Indonesian Notice 35/428/20 [NP35-No 16-Wk 41/20]

**Indonesia - Papua - Jayapura and  
Teluk Imbi — Directions**

250

Paragraph 9.22 1-5 including heading *Replace by:*

**Directions for entering the port  
9.22**

- 1 **Landmarks:**  
Radio mast (2°31'·19S 140°44'·13E) (9.10).  
Radio mast (222 m) (2°35'·03S 140°41'·26E), situated on Leimok, a prominent hill.

**Major lights:**

Tanjung Suadja Light (2°32'·01S 140°44'·68E) (9.10).

**Caution.** Nembawewe (2°33'·50S 140°45'·70E) and the line of reefs should not be passed closer than 2 cables.

- 2 **Jayapura.** From a position ESE of Tanjung Suadja (2°32'·20S 140°44'·85E) in the entrance to the bay, the track leads WNW, passing:

NNE of Nembawewe (2°33'·40S 140°45'·62E), a dangerous rock marked by a light buoy (port hand), with a shoal extending SE from it, thence:  
NNE of Metoekoe (2°33'·48S 140°45'·14E), a shoal, thence:

- 3 NNE of Seroibi (2°33'·47S 140°44'·97E), a dangerous rock, lying at the W end of the above line of reefs.

Thence the track continues WNW, then W through the approach channel, passing:

S of Tanjung Kayubatu (2°32'·11S 140°43'·49E).

**Noebai Nan Leading lights:**

- 4 Front light (white triangle, point up, on white metal framework tower, red bands, 15 m in height) (2°32'·54S 140°42'·43E).

Rear light (white triangle, point down, on white wooden post, 25 m in height).

The alignment (254·9°) of these lights leads WSW into the harbour, passing:

NNW of the light beacon (port hand) marking the shoals extending N from Tanjung Yogur (2°32'·86S 140°43'·09E), thence:

- 5 SSE of the light beacon (starboard hand) (2°32'·37S 140°42'·69E).

The track then continues as required for berthing.

Paragraph 9.23 1-3 including heading *Replace by:*

**9.23**

- 1 **Teluk Imbi.** Leading beacons:  
Front beacon (white triangle, point up, on post) (2°31'·53S 140°43'·71E).  
Rear beacon (similar structure white triangle, point down) (2½ cables from front beacon).
- 2 From a position in the approach channel SE of Tanjung Kayubatu (2°32'·11S 140°43'·49E), the alignment (000°) of these beacons leads N towards the oil terminal, noting a coral reef (2°31'·77S 140°43'·82E), with a least swept depth of 12·0 m.  
Thence the alignment (276·1°) of the beacons close within the terminal leads towards the jetty.

**Useful marks:**

Madarau Island Light Beacon (red single pipe with red cylinder topmark, 10 m in height) (2°32'·47S 140°43'·35E).

Jayapura Harbour Light Beacon (galvanised steel beacon, 30 m in height) (2°32'·70S 140°42'·63E).

Indonesian Notice 35/428/20 [NP35-No 17-Wk 41/20]

**Indonesia - Pulau Sorenarwa -  
Serui — Prohibited anchorage**

266

Paragraph 9.144 1 *Replace by:*

- 1 **Pilotage.** There is no pilotage service.  
**Prohibited anchorage.** Anchoring is prohibited in an area around submarine cables between Teluk Serui (9.142) and Pulau Saweru (9.148).

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After Paragraph 9.148 2 line 4 *Insert*:

**Prohibited anchorage.** See 9.144.

Indonesian Chart 222/20 [NP35-No 18-Wk 44/20]

## Indonesia - North-west Papua - Selat Dampier — Directions

293

Paragraph 10.103 4-7 *Replace by*:

- 4 The track then leads NNE to a position W of Pulau Augusta (0°38'68S 130°34'66E) from where a light (10.102) is exhibited from its S side.

*(Directions continue for a passage NW at 10.143)*

Thence, from the position W of Pulau Augusta, the main channel through Selat Dampier leads ENE, passing:

- 5 Between a shoal patch (0°37'50S 130°32'07E), with a depth of 10.0 m, lying 1½ miles WSW of the W end of Pulau Mansuar, and a shoal patch (0°38'80S 130°32'52E), with a least depth of 9.0 m, extending NW from the W end of Pulau Augusta, thence:

- 6 Between Pulau Mansuar (0°35'11S 130°36'36E), a long, narrow, hilly island rising steeply from the sea, together with Pulau Kri and Pulau Koh, on the N side, and Pulau Augusta (0°38'68S 130°34'66E) and Pulau Merpati (0°39'25S 130°35'73E) 1 mile ESE, both low flat islets with high trees, on the S side.

Thence the track continues to lead ENE to a position about 2 miles S of Pulau Koh (0°33'12S 130°41'78E) a small islet.

- 7 The track then leads E for about 11 miles to a position in the vicinity of 0°34'93N 130°53'66N.

### **Useful marks:**

Pulau Saonek Monde light beacon (port hand) (0°27'02S 130°48'14E)

Sansapor Port light beacon (white light) (0°30'51S 132°04'97E)

*(Directions continue for the passage ENE at 10.113)*

Paragraph 10.106 2 line(s) 1 *Replace by*:

- 2 **Directions.** The route to Pelabuhan Saonek diverges from the E bound route through Selat Dampier (10.103) in the vicinity of 0°35'00S 130°42'50E. The track leads NE for about 8¼ miles to a position about 8¾ cables SE of Pulau Saonek Besar (0°28'10S 130°47'04E). The track then leads N, passing:

Indonesian Notice 14/190/19 [NP35-No 4-Wk 17/19]

## Indonesia – Selat Dampier — Waisai Port

293

After Paragraph 10.106 2 line(s) 10 *Insert*:

### **Waisai Port 10.106a**

- 1 **Position and function.** Waisai Port (0°26'00S 130°48'20E), situated in a small inlet on the S coast of Pulau Waigeo (10.110), is a tourist waypoint frequented by small craft.

- 2 **Directions - west approach.** The route to Waisai Port diverges from the E bound route through Selat Dampier (10.103) in the vicinity of 0°35'00S 130°42'50E. The track leads NE for about 8¼ miles to a position about 8¾ cables SE of Pulau Saonek Besar (10.97).

The track then leads N, passing E of Pulau Saonek Besar and W of Pulau Saonek Monde (0°27'10S 130°48'10E). Thence, once clear of Pulau Saonek Monde the track leads NNE for about 8½ cables into the Waisai Port inlet.

- 3 **Directions - east approach.** From a position in the vicinity of 0°34'93S 130°53'66E the track leads NW for about 7 miles, thence NNW, passing W of a shoal patch marked by a light buoy (S cardinal) (0°28'51S 130°49'74E) and E of Pulau Saonek Monde.

Once clear of Pulau Saonek Monde the track leads NNE for about 8½ cables into the Waisai Port inlet.

- 4 **Anchorages.** There is an anchorage for cargo and passenger vessels about 7 cables SE of the Waisai Port inlet centred on position 0°26'62S 130°48'90E, with depths between 27 and 47 m.

Separate anchorages are available for yachts centred on positions 0°26'67S 130°47'97E and 0°27'50S 130°47'85E.

Indonesian Notices 14/190; 191/19

[NP35-No 5-Wk 18/19]

## Indonesia – Selat Dampier – Pulau Saonek Besar to Pulau Wayam — Directions

294

Paragraph 10.115 1 line(s) 1-3 *Replace by*:

- 1 From a position SSE of Pulau Saonek Besar (10.97) in the vicinity of 0°34'93S 130°53'66E the track leads E,...

Indonesian Notice 14/190/19

[NP35-No 6-Wk 18/19]

## Indonesia - Halmahera - Tobelo — Directions for entering harbour; light beacon

316

Paragraph 11.103 7 line 3 *For* (conical topmark) *Read* (S cardinal, 10 m in height)

Notice 50/796/2017

[NP35-No 1-Wk 02/18]

## Indonesia - Molucca Sea - Pulau Ternate - Ternate — Arrival information; pilotage; traffic regulations

329

Paragraph 11.206 1 lines 5-9 *Replace by*:

**Pilotage** is compulsory for vessels berthing at the main wharf at Ternate and at the oil depot at Jambula (11.209) on the S coast of Pulau Ternate, 8 km distant. The pilot boards in an area centred on 0°46'30N 127°23'27E.

**Traffic regulations.** A two-way route system is established through Selat Gamelamo (11.231). It is about 3¼ miles long with depths from 12 to 164 m and therefore recommended for vessels with a maximum draught of 9 m at LW.

Indonesian Notice 39/480/20

[NP35-No 19-Wk 47/20]

**Indonesia - Molucca Sea - Pulau Ternate -  
Ternate — Directions**

**330**

Paragraph 11.208 2 lines 1-4 *Replace by:*

- 2 **Approach from the east** (*continued from 11.203*).  
From a position E of Tanjung Dehesila (0°44'50N 127°26'95E), the track leads generally WNW, crossing the port entry channel (11.206), to the vicinity of the pilot boarding area.
- Approach from the west.**  
See 11.232.

Indonesian Notice 39/480/20

[NP35-No 20-Wk 47/20]

**Indonesia - Molucca Sea - Pulau Ternate -  
Ternate — Anchorages**

**330**

Paragraph 11.209 1 lines 1-7 *Replace by:*

- 1 **Anchorages** may be obtained in areas centred as follows:
- Transshipment (0°47'10N 127°23'59E);
  - Freighters (0°47'51N 127°23'72E);
  - Dead ship (0°48'23N 127°23'67E);
  - Quarantine (0°48'68N 127°23'66E);
  - State Ship mooring (0°46'31N 127°23'12E);
  - Pilot boarding (0°46'30N 127°23'27E) (11.206);
  - Emergency anchorage 1 (0°45'30N 127°21'32E);
  - Emergency anchorage 2 (0°47'95N 127°23'64E);
  - Sea trial 1 (0°44'45N 127°19'63E);
  - Sea trial 2 (0°48'31N 127°23'92E).

Indonesian Notice 39/480/20

[NP35-No 21-Wk 47/20]

**Indonesia - Molucca Sea - Pulau Ternate -  
Selat Gamelamo — Directions**

**332-333**

Paragraph 11.231 1 lines 1-7 *Replace by:*

- 1 Selat Gamelamo (0°45'10N 127°22'20E) separates Pulau Ternate, to the N, from Pulau Maitara and Pulau Tidore, to the S. It extends over 6 miles and provides the W approach to Ternate (11.204). The fairway through the strait is deep and clear and takes a central track to the pilot boarding area (11.206). A two-way route system has been established through the channel (11.206).

Paragraph 11.232 1-6 *Replace by:*

- 1 **Major lights:**  
Tanjung Kayumerah Light (0°45'61N 127°22'09E) (11.201).
- Route.** From a position W of Pulau Maitara (0°44'00N 127°22'20E), a reef-fringed island, conically-shaped and covered with coconut trees, lying close W of the N end of Pulau Tidore (11.160), the track leads ENE to the entrance of the port entry channel (11.206), passing:
- 2 SSE of the Jambula Oil Depot (0°45'36N 127°18'87E), thence:
- NNW of the coastal bank (0°44'30N 127°21'60E), with depths of 10 to 17 m, extending from the NW coast of Pulau Maitara.
- The track then enters the port entry channel, leading ENE, thence NE, passing:
- 3 SSE of the coastal bank (0°45'40N 127°21'95E) fronting the drying reef surrounding Tanjung Kayumerah, from where Tanjung Kayumerah Light (11.201) is exhibited, thence:
- SSE of the coastal bank (0°45'58N 127°22'62E) extending from the S coast of Pulau Ternate, and:
- 4 NW of the drying reef (0°45'20N 127°23'28E), fronting the NW extremity of Pulau Tidore, thence:
- SE of a dangerous wreck (0°46'47N 127°23'12E), lying close off the edge of the coastal bank.
- Thence the track continues to lead NE to the vicinity of the Ternate pilot boarding area (11.206).
- 5 **Useful mark:**  
Government Pier Light (0°46'87N 127°23'31E) (11.203).  
(*Directions continue for entering Ternate at 11.208*)

Indonesian Notice 39/480/20

[NP35-No 22-Wk 47/20]

**NP36 Indonesia Pilot Volume 1 (2019 Edition)**

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

**Indonesia - Jawa - Selat Sunda —  
Regulations; TSS**

**7**

Paragraph 1.53 1 *Replace by:*

- 1 See IMO publication *Ships' Routeing* for general provisions on ships' routeing. The following TSS in the waters covered by this volume are IMO-adopted and regulations for navigating in these schemes are contained in Rule 10 of *International Regulations for Preventing Collisions at Sea* (1972):  
In the Sunda Strait (5°52'34S 105°49'39E).

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337

[NP36-No 24-Wk 28/20]



# NP36

The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020

## Indonesia - Jawa - Selat Sunda - Directions; TSS

51

After Paragraph 3.12 1 line 6 Insert:

### Regulations 3.12a

- 1 **Traffic separation scheme.** A traffic separation scheme, consisting of two sets of traffic lanes separated by a precautionary area, exists between the SE part of Sumatera at Tanjung Tua (5°54'47S 105°43'02E) (3.141) and Pulau Sangiang (3.16). A single inshore traffic zone lies to the W of the traffic lanes. The scheme is IMO-adopted, and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* applies.

Paragraph 3.15 1-4 Replace by:

- 1 From a position SSW of Tanjung Cukubalimbing Balimbingpamancasa (5°55'51S 104°33'50E), from where a light (3.14) is exhibited, the route through Selat Sunda leads ESE for a distance of approximately 60 miles, passing:  
Clear of a shoal patch (6°09'12S 104°33'04E) (existence doubtful), with depth less than 5 m, thence:  
2 SSW of Ujung Cukusaleman (5°56'55S 104°35'23E), the most S point of Sumatera, with a dangerous reef (3.81), 2½ miles ESE, thence:  
SSW of Ujung Cukuredak (5°55'95S 104°43'90E), a low point fringed by a reef, which is well outlined when seen from seaward, lying at the E end of an unnamed promontory of which Tanjung Cukubalimbing Balimbingpamancasa lies at its W end, thence:  
3 SSW of the SW extremity of Pulau Sertung (6°05'51S 105°22'81E) (3.8), an active volcano, thence:  
SSW and SE of Pulau Rakata (3.8), on which stands a light (white beacon). An underwater obstruction (6°10'75S 105°27'59E), reported (1970), lies less than 1 mile SE of the island.  
4 The track then leads NE for approximately 26 miles to the start of the TSS (3.12a), passing:  
NW of a shoal patch (6°18'09S 105°38'53E), with depth less than 20 m, thence:  
SE of a dangerous wreck (6°01'05S 105°42'55E), thence:  
NW of an underwater volcano (6°02'84S 105°48'00E), position approximate, reported (1979).  
5 The track then continues to a position at the start of the TSS.

Paragraph 3.16 including heading Replace by:

### Passage through Sunda TSS 3.16

- 1 The track then continues NE through the TSS for approximately 10 miles, passing:  
NW of Pulau Sangiang (5°57'60S 105°51'10E), an island fringed by reefs. The island, on the S part of which stands a light (3.14), is easily identified, but from a distance it appears to consist of several islets. Thence:

- 2 SE of Pulau Kandang Balak (5°53'40S 105°45'50E), the SW island of Pulau-pulau Sumur, with two separate hills, the SW being the highest. Elsewhere the island is flat and the E coast is mostly rocky. Pulau Kandanglunik (5°52'81S 105°46'22E) which lies close NE of Pulau Kandang Balak has a narrow flat strip on its N and W sides. Pulau Panjukut, a bare rock lies 1 cable S of Pulau Kandanglunik. And:

- 3 NW of Terumbu Koliot (5°55'40S 105°48'95E), a rock, marked by a light beacon (W cardinal). There is deep water on all sides of the rock at a distance of 3¼ cables. Sometimes strong eddies (see caution below) and discoloured water in the vicinity of this rock make it appear as though it were joined to Pulau Sangiang, 2 miles SE, by a ridge, although this is not the case. Thence:

- 4 SE of Pulau Panjurit (5°53'05S 105°47'21E), the triangular shaped E island of the Sumur group, from where a light (3.14) is exhibited. The island has a ridge of hills along its S side terminating at Tanjung Karangbatang (3.140). The N and E sides are flat; the S coastline is rocky. Thence:

Through the precautionary area (5°52'34S 105°49'39E). **Caution.** Ferries and other crossing traffic are common in this area. Thence:

- 5 SE of Pulau Rimau Balak (5°51'45S 105°47'03E), the largest and highest of Pulau-pulau Sumur. The island has three summits. The SW has the greatest elevation and is very noticeable. Pulau Rimaunilik (5°50'74S 105°47'64E), an island with a sharp summit at its NE end, lies 1¼ cables NE. Thence:

- 6 NW of Terumbu Gosal (5°53'43S 105°54'52E); it is marked by discoloration and tide-rips and is steep-to within a distance of ¼ cable.

The track then continues through the traffic lane, clear of dangers, to a position at the termination of the TSS.

- 7 **Caution.** Approaching Tanjung Cukubalimbing Balimbingpamancasa in foul weather, when the land is hidden, the soundings are a good guide, but it is advisable to keep in a depth of not less than 40 m.

In certain weather conditions Tanjung Cukubalimbing Balimbingpamancasa Light (3.14) is reported to be difficult to distinguish on account of its colour and slim profile.

- 8 Vessels coming from places on the W coast of Sumatera and taking the N passage through Selat Sunda must exercise the utmost caution when passing Terumbu Koliot and Pulau-pulau Sumur (3.137). The tidal streams here are very strong with many eddies, attaining a rate of 6 kn at times near the rock. The passage in this area should never be used without suitable aids to navigation.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart 909/20 [NP36-No 25-Wk 28/20]



**Indonesia - Jawa - Selat Sunda -  
Vessel Traffic Service**

51

After Paragraph 3.12 <sup>1</sup> including existing Section IV Notice  
Week 28/20 Insert:

**Regulations**

**3.12a**

- <sup>1</sup> **Traffic separation scheme.** A traffic separation scheme, consisting of two sets of traffic lanes separated by a precautionary area, exists between the SE part of Sumatera at Tanjung Tua (5°54'47S 105°43'02E) (3.141) and Pulau Sangiang (3.16). A single inshore traffic zone lies to the W of the traffic lanes. The scheme is IMO-adopted, and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* applies.
- <sup>2</sup> **Vessel traffic service.** SUNDAREP is in operation for the control of shipping and is mandatory for all Indonesian vessels and strongly recommended for all foreign vessels. For further details, see *Admiralty List of Radio Signals Volume 6(4)*.

Indonesian Notice 38/479/20

[NP36-No 42-Wk 45/20]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

**Indonesia - Jawa - Selat Sunda -  
South-west approach — Directions**

52

Paragraph 3.17 <sup>2</sup> line 7 For 3.15 Read 3.16

Paragraph 3.18 <sup>3</sup> line 4 For 3.16 Read 3.33

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart  
909/20 [NP36-No 26-Wk 28/20]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

**Indonesia - Jawa - Selat Sunda -  
Tanjung Guhakolak to Tanjung Pujut —  
Directions**

52

Paragraph 3.19 <sup>1</sup> line 3 For 3.16 Read 3.33

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart  
909/20 [NP36-No 27-Wk 28/20]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> July 2020*

**Indonesia - Jawa - Selat Sunda -  
Tanjung Alangalang to  
Tanjung Pujut — Directions**

53-54

Paragraph 3.33 <sup>1-4</sup> Replace by:

- <sup>1</sup> From the inner end of Selat Panaitan and in the vicinity of Tanjung Alangalang (6°38'82S 105°22'32E) (3.26), to Tanjung Pujut (5°52'56S 106°02'47E), the route leads NE, passing:  
NW of Tanjung Lesung (6°28'41S 105°40'02E), a low wooded point with a sandy beach, from where a light (white beacon) is exhibited; it has a hillock 14 m high on it. Batucawar (3.32) stands 3 miles SSW of the point. Thence:
- <sup>2</sup> Clear of a shoal patch (6°18'09S 105°38'53E), with depth less than 20 m, thence:  
NW of Pasangtenang (6°08'32S 105°51'11E), two rocks, surrounded by a reef, which lie up to 7 cables offshore. They are visible from a distance of about 3 miles. Thence:
- <sup>3</sup> Clear of an underwater volcano (6°02'84S 105°48'00E), reported (1979), thence:  
NW of Tanjung Pantobinuangen (6°05'48S 105°52'90E), S of which stands a light (3.14), thence:  
NW of a dangerous wreck (6°04'20S 105°51'16E), thence:
- <sup>4</sup> NW of Tanjung Cikoneng (6°04'35S 105°52'85E), low and overgrown with brushwood, which can be identified by its light (3.14). A dangerous wreck (6°03'68S 105°52'76E) lies NNW of the light. Thence:  
SE of Pulau Sangiang (3.16), thence:
- <sup>5</sup> NW of Pulau Ular (6°00'45S 105°55'68E), a rock which rises steeply from depths of 30 m covered with vegetation and from where a light (white metal framework tower, 12 m in height) (6°00'47S 105°55'68E) is exhibited, thence:  
NW of Gosong Serdang (5°58'07S 105°58'22E) (3.55), thence:
- <sup>6</sup> SE of Pulau Tempurung (5°54'08S 105°55'87E), a steep rock covered with vegetation, on which stands a light (white metal framework tower, 22 m in height), thence:  
NW of Karang Jawa (5°54'78S 105°59'32E) (3.63), a detached shoal, marked by a light buoy (isolated danger) on its SW side, lying ESE of the island. There is deep water at a distance of 3 cables all round the rock.
- <sup>7</sup> Thence the track leads to a position NW of Tanjung Pujut (5°52'56S 106°02'47E), a narrow tongue of land 13 m high, which lies at the NW extremity of Jawa. When clear of the high land behind, the point can be discerned from a considerable distance.  
**Useful marks:**  
Tanjung Soraga (6°09'94S 105°51'15E), prominent on account of a rock on it and a hillock on the coast close N of it. Gunung Karang (3.20) lies 13 miles ESE.
- <sup>8</sup> Pinang (6°03'69S 106°06'00E), a distant hill which, in clear weather, shows prominently over the low undulating land.  
Jetty lights S of Merak (5°56'00S 105°59'70E) (3.54).

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Chimneys standing at Suralaya (5°53'·50S 106°01'·82E) (3.64).

Pelabuhan Lestari Banten Energi Light (5°52'·56S 106°02'·65E) (3.18).

(Directions continue for a coastal route E to Tanjungpriok at 4.75)

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart 909/20 [NP36-No 28-Wk 28/20]

### Indonesia - Jawa - Selat Sunda - Merak — Directions; depth; light buoy

59

Paragraph 3.63 3 lines 3-4 Replace by:

...105°59'·32E), a small coral patch with a least charted depth of 8·9 m, lies 7 cables W of Tanjung Sekong. The patch is marked by a light buoy (isolated danger).

GB Chart 909 [NP36-No 23-Wk 25/20]

### Indonesia - Sunda Strait - Pulau Sangiang — Anchorage; TSS

60

After Paragraph 3.73 1 line 8 Insert:

### TSS Sunda Strait South Emergency Anchorage 3.73a

A designated emergency anchorage area exists SW of Pulau Sangiang (3.16), centred on 5°59'·30S 105°48'·60E, depths from 25 to 55 m.

Indonesian Notice 25/292/20 [NP36-No 33-Wk 29/20]

The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> July 2020

### Indonesia - Jawa - Selat Sunda - Tanjung Kelapa to Tanjung Sumurbatu — TSS

67

Paragraph 3.136 1 lines 4-6 Replace by:

...105°43'·02E), at the SE extremity of Sumatera, to a position at the start of the TSS (3.12a). Thence the route leads through the TSS as appropriate.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart 909/20 [NP36-No 29-Wk 28/20]

The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> July 2020

### Indonesia - Jawa - Selat Sunda — Regulations; TSS

68

After Paragraph 3.137 3 line 6 Insert:

### Regulations 3.137a

Traffic separation scheme. See 3.12a.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337 [NP36-No 30-Wk 28/20]

The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> July 2020

### Indonesia - Jawa - Selat Sunda - Tanjung Kelapa to Tanjung Sumurbatu — Directions

68-69

Paragraph 3.141 1-7 Replace by:

1 From the vicinity of Tanjung Kelapa (5°49'·79S 105°36'·25E) (3.102), the coastal route initially leads SE, passing:

SW of Terumbu Serdang (5°53'·41S 105°41'·73E), a small reef, 2 m high, which can be seen from a distance of about 3 miles. There is deep water all round. Thence:

2 SW of Tanjung Tua (5°54'·47S 105°43'·02E), a high, rocky, and wooded point from where a light (white metal framework tower, 15 m in height) (5°54'·36S 105°42'·95E) is exhibited. It is joined to the higher land behind by a low bare ridge and is more readily identifiable from E than from W. A rock lies close W of the point and there is deep water close inshore.

3 The track then continues to a position at the start of Sunda TSS (3.12a).

(Directions for passage through Sunda TSS continue at 3.16)

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart 909/20 [NP36-No 31-Wk 28/20]

The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> July 2020

### Indonesia - Jawa - Selat Sunda - Tanjung Kelapa to Tanjung Sumurbatu — Directions

69

Paragraph 3.142 1-2 Replace by:

1 **Description.** A navigable channel, which lies between the Pulau-pulau Sumur group of islands (3.137) and the Sumateran mainland, exists for small vessels. However, a current of up to 3 kn passes through this channel causing strong eddies, and there are numerous unmarked reefs.

**Regulations.** The channel lies within an inshore traffic zone. See 3.12a.

2 **Directions.** Vessels should pass E of Gosong Usumbra (5°51'·62S 105°46'·12E), marked by a light beacon (isolated danger), a mid-channel reef which shows at HW, lying between Pulau Rimau Balak and the mainland.

**Local knowledge** is essential.

**Anchorage.** See 3.145.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337; GB Chart 909/20 [NP36-No 32-Wk 28/20]

**Indonesia - Java Sea - Pulau-pulau Seribu —  
Directions; anchorages**

76

After Paragraph 4.24 4 *Insert*:

- 5 **Directions.** There are two cruise ship anchorages E of Pulau-pulau Seribu, which are approached from the S. From a position in the vicinity of 5°47'00S 106°38'28E, about 4 miles N of Karang Jong (4.40), the track leads N, passing:

E of Pulau Pramuka (5°44'68S 106°36'85E), thence:

W of Pulau Peniki (5°41'67S 106°42'72E) (4.69), thence:

The track then continues N to the anchorages.

- 6 **Anchorages.** Two designated cruise ship anchorages exist E of Pulau-pulau Seribu:

Anchorage Area 1 (5°40'33S 106°37'38E), 36 to 42 m, sand.

Anchorage Area 2 (5°36'68S 106°37'91E), 38 to 42 m, sand.

Indonesian Notice 19/261/19 [NP36-No 3-Wk 22/19]

**Indonesia - Sumatera - Sunda Strait -  
Palau Sangiang — Anchorage; TSS**

80

After Paragraph 4.55 2 line 7 *Insert*:

**TSS Sunda Strait North Emergency Anchorage  
4.55a**

- 1 A designated emergency anchorage area exists E of Pulau Kupiah (4.53), centred on 5°46'80S 105°49'60E, depths from 20 to 40 m.

Indonesian Notice 25/292/20 [NP36-No 34-Wk 29/20]

**Indonesia - Java Sea -  
Pulau-pulau Karimunjawa —  
Anchorage; harbour**

96

Paragraph 5.26 1 including heading *Replace by*:

**Anchorage and harbours  
5.26**

- 1 **Lagon Bajak.** Lagon Bajak (5°47'28S 110°28'65E) is a small harbour located in a bay on the E side of Kemujan (5.18). It contains a single L-shaped jetty, about 150 m in length, suitable for small craft only. From the vicinity of 5°45'23S 110°29'89E the approach to Lagon Bajak leads S, passing E of Batu Lawang (5.18). Once W of Pulau Sintok (5.18), the track leads generally WSW to the jetty, between light buoys (lateral).

An anchorage (5°46'01S 110°30'68E), with depths of about 30 m, lies about 6 cables N of Pulau Sintok.

**South-east monsoon.** Anchorage (5°52'05S 110°24'58E) may be obtained in the vicinity of 5°52'05S 110°24'58E, depths of 25 to 30 m; mud and sand.

**Caution.** The anchorage is fringed by reefs, shoals, and rocks awash.

Indonesian Notice 19/260/19 [NP36-No 4-Wk 22/19]

**Indonesia - Jawa - North coast -  
Semarang — Wreck**

103

Paragraph 5.75 1 line 10 *Replace by*:

...110°23'40E. A wreck, reported (2017), lies in the NE part of the anchorage.

Indonesian Chart 91/19 [NP36-No 7-Wk 33/19]

**Indonesia - Jawa - North coast -  
Semarang — Harbour**

103

Paragraph 5.76 3 line(s) 1-2 *Replace by*:

- 3 There is an offshore oil terminal (5.78) with three berths, between 3 and 6 miles offshore, NNE of the...

Indonesian Notice 17/198/20 [NP36-No 16-Wk 21/20]

**Indonesia - Jawa - North coast -  
Semarang — Berths**

104

After Paragraph 5.78 3 line 5 *Insert*:

A SPM (6°49'92S 110°25'89E) lies about 6 miles N of the harbour entrance in depths of about 20 m; tankers of up to 50 000 dwt can be accommodated.

Indonesian Notice 17/198/20 [NP36-No 17-Wk 21/20]

**Indonesia - Selat Bangka and  
northern approaches — Regulations**

110

After Paragraph 6.7 1 line 7 *Insert*:

**Regulations  
6.7a**

- 1 Maximum authorized draught restrictions apply for portions of Selat Bangka. See 6.29a.

Indonesian Notice 37/456.5/20 [NP36-No 39-Wk 44/20]

**Indonesia - Selat Bangka and  
northern approaches — Traffic regulations**

113

After Paragraph 6.29 1 line 1 *Insert*:

**Traffic regulations  
6.29a**

- 1 Maximum authorised draught for the transit on the recommended route is 9 m.

Indonesian Notice 37/456.5/20 [NP36-No 40-Wk 44/20]

# NP36

## Indonesia - Selat Bangka - Tanjung Selokan to Tanjung Ular — Directions; wrecks; light

114

Paragraph 6.31 1-5 *Replace by:*

- 1 **Track.** From a position N of Tanjung Selokan, the recommended route to a position W of Tanjung Ular (1°57'·54S 105°07'·48E), which lies on the Bangka side at the N entrance to the strait, initially leads W, passing:

N of a dangerous wreck (2°21'·76S 105°35'·92E) and an obstruction (2°21'·06S 105°35'·36E), thence:

Clear of a dangerous wreck (2°17'·85S 105°27'·59E), whose mast is visible, thence:

- 2 S of a 10 m obstruction (2°15'·60S 105°19'·87E), and:

S of Karang Brombrom (2°12'·20S 105°19'·99E), a steep-to shoal consisting of sand and black rocks which dry in places, from which a light (red metal tower, 10 m in height) is exhibited. Dangerous wrecks lie 3 cables N and 1 mile SW of the shoal. Thence:

- 3 Clear of a dangerous wreck (2°15'·61S 105°15'·96E), marked by a light buoy (isolated danger), thence:

S of Gosong Amelia (2°12'·38S 105°14'·30E), consisting of hard sand, with depths of less than 5 m.

**Caution.** The tidal streams set strongly across the channel between Tanjung Katimabongko and Ujung Batakarang (2°02'·75S 104°47'·26E)

- 4 From a position N of Tanjung Katimabongko (6.27), from which a light (white metal framework tower, 10 m in height) (2°19'·67S 105°12'·83E) is exhibited, the recommended route leads NW, passing:

SW of Gosong Muntok (2°09'·31S 105°11'·33E), consisting of hard sand, with depths of less than 5 m, thence:

- 5 SW of two dangerous wrecks (2°08'·39S 105°06'·52E and 2°08'·24S 105°05'·12E); the position of the W wreck is approximate. A detached shallow patch (2°06'·68S 105°07'·61E), with a depth of 4·5 m lies 1½ miles S of Tanjung Kelian. And:

NE of a dangerous wreck (2°10'·03S 105°01'·07E).

**Caution** is necessary when navigating this part of the strait, and mariners should guard against the set, either in or out, from the river deltas on the Sumatera side.

Paragraph 6.32 1-2 *Replace by:*

- 1 The recommended track then leads N, passing:  
W of Karang Haji (2°05'·33S 105°05'·78E), a drying reef which has some large black rocks on it and which is marked off its NE side by a buoy (starboard hand). A detached drying rocky shoal lies 2 to 9 cables ESE and is marked at its SE end by a light beacon (white, 10 m in height). Thence:
- 2 W of the Corridor Storage Tanker (6.38), thence:  
W of a detached rock (1°58'·87S 105°05'·59E), lying close W of the outer extremity of a reef which lies offshore between Tanjung Besayap (2°01'·42S 105°06'·45E), which is conspicuous on radar, and Tanjung Ular, thence:

W of a 10·2 m patch (1°59'·41S 105°01'·82E), which lies in the fairway, thence:

Indonesian Notice 37/456/20 [NP36-No 41-Wk 44/20]

## Indonesia - Sumatera - Pulau Bangka — Bangka Marine Terminal

121

Paragraph 6.88 2 lines 1-2 *Delete*

Indonesian Notice 3/024/20 [NP36-No 13-Wk 07/20]

## Indonesia - Sumatera - Pulau Bangka - Teluk Klabat — Directions; shoal; rock

122

After Paragraph 6.91 2 line 2 *Insert:*

S of a dangerous rock (1°32'·04S 105°40'·11E), thence:

N of a 1 m shoal (1°32'·37S 105°40'·31E), thence:

Indonesian Notice 43/568/19 [NP36-No 10-Wk 46/19]

## Indonesia - Sumatera - Pulau Bangka — Bangka Marine Terminal

123

Paragraph 6.94 1-2 including heading *Replace by:*

### Spare 6.94

Indonesian Notice 3/024/20 [NP36-No 14-Wk 07/20]

## Indonesia - Sumatera - Pulau Bangka — Directions; wreck

137

Paragraph 7.79 2 line 11 *Replace by:*

Clear of a dangerous wreck (1°23'·11S 105°59'·88E), reported (2020).

The track then leads to a position N of Tanjung Grasak.

Indonesian Notice 19/220/20 [NP36-No 18-Wk 22/20]

## Indonesia - Java Sea — Prohibited areas; wrecks

140

After Paragraph 8.8 1 line 6 *Insert:*

### Prohibited areas

#### 8.8a

- 1 Anchoring, diving, fishing or any other interference is prohibited in the vicinity of the following historic wrecks:

HMS *Exeter* (4°54'·13S 111°34'·65E);

HMS *Encounter* (4°53'·51S 111°36'·58E).

UKHO

[NP36-No 8-Wk 42/19]



**Indonesia - Kalimantan -  
Selat Karimata — Directions; wreck**

141

After Paragraph 8.12 3 line 10 *Insert*:

Clear of a dangerous wreck (2°35'18S  
109°14'55E), reported (2019), thence:

Indonesian Notice 9/127(P)/19

[NP36-No 1-Wk 11/19]

**Indonesia - Kalimantan - West coast -  
Pulau Datu — Directions; wreck**

153

After Paragraph 9.15 4 line 5 *Insert*:

E of a dangerous wreck (0°08'88N 108°38'85E),  
reported (2019), thence:  
W of a dangerous wreck (0°09'44N 108°49'58E),  
reported (2018).

Indonesian Notice 20/281/19

[NP36-No 5-Wk 24/19]

**Indonesia - Kalimantan - West coast -  
Pulau Datu — Directions; wreck**

155

Paragraph 9.36 2 line 2 *Replace by*:

...(9.35), from where a light is exhibited, thence:  
ENE of a dangerous wreck (0°08'88N 108°38'85E),  
reported (2019).

Indonesian Notice 20/281/19

[NP36-No 6-Wk 24/19]

**Indonesia - Pulau-pulau Lingga - Pulau Buaya  
— Directions; dangerous wreck**

166

Paragraph 10.14 2 line(s) 1-2 *Replace by*:

- 2 NE of Pulau Buaya (0°00'34N 104°52'68E), a  
prominent rock. A dangerous wreck (0°01'01S  
104°53'65E) lies about 1¼ miles SE of the  
rock. Thence:

Indonesian Notice 8/87/20

[NP36-No 15-Wk 13/20]

**Indonesia - Sumatera - Selat Durian -  
Pulau Petong — Anchorage**

172

Paragraph 10.65 including heading *Replace by*:

**Spare  
10.65**

Indonesian Notice 20/228/20

[NP36-No 19-Wk 24/20]

**Indonesia - Selat Riau -  
Pulau Tanjungsauh — Anchorages**

175

Paragraph 10.85 1 lines 1-7 including heading *Replace by*:

**Outer anchorage  
10.85**

- 1 A designated anchorage area (1°06'30N  
104°10'80E), depths from about 5 to 60 m, is located  
N of Pulau Tanjungsauh (1°02'80N 104°10'30E). A  
light buoy (safe water) lies in the centre of the  
anchorage.

On occasions vessels may be required to wait N  
and outside of the strait in deep water until a berth is  
available.

**Pilotage  
10.85a**

- 1 Pilotage is compulsory for vessels of 70 gt or more.  
Requests for pilotage should be sent 4 hours before  
arrival and 2 hours before departure. The pilot boards  
in position 1°02'83N 104°12'11E for ships from S, or  
in position 1°15'17N 104°12'11E for ships from N.  
For further details see *ADMIRALTY List of Radio  
Signals Volume 6(4)*.

Indonesian Notice 35/429/20

[NP36-No 35-Wk 41/20]

**Indonesia - Selat Riau -  
Tanjunguban — Anchorages**

176

Paragraph 10.90 1 lines 1-7 *Replace by*:

- 1 For large vessels, which are not permitted to  
anchor within 1 mile of the jetties, anchorage is  
available in an area on the W side of the strait, N of  
Pulau Tanjungsau (1°02'80N 104°10'30E), with good  
holding ground.

UKHO

[NP36-No 9-Wk 42/19]

**Indonesia - Selat Riau - North part -  
Tanjunguban — Anchorages**

176

Paragraph 10.90 1-2 including headings and existing  
Section IV week 42/19 *Replace by*:

**Basins and berths**

**Spare  
10.90**

Paragraph 10.98 lines 1-4 including heading *Replace by*:

**Outer anchorage  
10.98**

- 1 See 10.85.

**Pilotage  
10.98a**

- 1 Pilotage is available 24 hours. Pilots board in  
positions 1°04'63N 104°09'09E and 1°07'00N  
104°10'08E.

UKHO

[NP36-No 36-Wk 41/20]

# NP36

## Indonesia - Pulau Batam - Kabil — Directions; light

177

Paragraph 10.102 1-3 *Replace by:*

1 **Kabil Leading Lights:**

Front light (triangle, point up, on white beacon)  
(1°04'·86N 104°08'·37E) situated on the head of  
the jetty extending E from the town.

Rear light (triangle, point down, on similar structure)  
(6½ cables SW of the front light).

2 On approaching Selat Riau from N, the alignment  
(216·9°) of the lights leads SW through a channel,  
marked by light buoys (lateral), passing:

SE of Karang Galang (1°09'·51N 104°11'·09E), on  
which there is a light (see *Malacca Strait and West  
Coast of Sumatera Pilot*).

3 Thence the track continues to lead SW through the  
buoyed channel to a position SW of Citranusa Kabil  
Port (10.109).

Thence the buoyed channel leads SSW to the port  
of Kabil.

**Caution.** A small detached reef lies in position  
1°03'·60N 104°08'·63E. It is marked by a light buoy  
(isolated danger).

4 **Useful marks:**

Light beacon (triangle, apex down, on white beacon)  
(1°03'·04N 104°08'·41E).

GB Chart 3937 (2019) [NP36-No 11-Wk 02/20]

## Indonesia - Selat Riau - North part - Kabil — Anchorages

177

Paragraph 10.104 including headings *Replace by:*

### Basins and berths

#### Spare 10.104

UKHO; Indonesian Notice 35/429/20  
[NP36-No 37-Wk 41/20]

## Indonesia - Selat Riau - Citranusa Kabil Port North part — Anchorages

178

Paragraph 10.112 lines 1-2 including heading *Replace by:*

#### Outer anchorage 10.112

1 See 10.85

#### Pilotage 10.112a

1 Pilotage is compulsory and available 24 hours.  
Pilots board in position 1°07'·00N 104°10'·08E.

UKHO; Indonesian Notice 35/429/20  
[NP36-No 38-Wk 41/20]

## Indonesia - Sumatera - Selat Riau - Kabil Port — Anchorage

178

Paragraph 10.117 including heading *Replace by:*

#### Spare 10.117

Indonesian Notice 20/228/20 [NP36-No 20-Wk 24/20]

## Indonesia - Sumatera - Selat Riau - Tanjungpinang — Anchorages

179

Paragraph 10.131 1-2 *Replace by:*

1 **Outer anchorages.** Anchorage exists for vessels  
exceeding 3·7 m in draught in the roadstead S and SW of  
Pulau Penyengat (10.132); the bottom is thick mud. Two  
shallow patches close together lie 1¼ miles SW of the SW  
extremity of the island.

**Pilotage** is compulsory and available 24 hours. The  
pilot boards in position 0°53'·97N 104°23'·69E. For further  
details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Indonesian Notice 20/228/20 [NP36-No 21-Wk 24/20]

## Indonesia - Sumatera - Selat Riau and Selat Durian - Pulau Petong — Anchorage

191

Paragraph 11.48 1 lines 1-4 *Replace by:*

1 Deep-water anchorage area exists in the S approaches to  
Selat Durian, centred on 0°21'·00N 104°05'·00E.

Indonesian Notice 20/228/20 [NP36-No 22-Wk 24/20]

## Indonesia - Pulau Karimun Besar - Selat Gelam — Directions; shoal

195

Paragraph 11.70 2 lines 8-10 *Replace by:*

**Caution.** A rock awash (0°59'·14N 103°26'·12E) lies  
close SE of the light buoy (port hand) within the  
channel.

**Port Authority.** Dit Jen Perhubungan Laut, Cabang  
Tanjung Balai Karimun, Tanjung Balai Karimun, Riau,  
Indonesia.

GB Chart 3833 (2019) [NP36-No 12-Wk 02/20]

## Indonesia - Selat Bulan - Approaches to Sekupang — Pilotage; directions

199

Paragraph 11.98 1 line(s) 1-2 *Replace by:*

1 **Pilotage** for Sekupang available 0800 to 1800 local  
time. Pilot boards at two positions depending on  
direction of approach:

Approach from W at 1°10'·71N 103°54'·37E.

Approach from E at 1°10'·43N 103°59'·09E.

Paragraph 11.99 *1 Replace by:*

- 1 Approach.** From the pilot boarding position at 1°10'·71N 103°54'·37E the track initially leads SE, passing:

NE of the coastal bank fronting the NE side of Pulau Sambu (1°09'·48N 103°54'·07E), and:

NE of a light buoy (1°09'·88N 103°54'·67E) (special).

The track then leads SSW, passing:

Clear of a light buoy (1°09'·58N 103°54'·91E) (safe water), thence:

ESE of the SE end of Pulau Sambu, thence:

ESE of Pulau Meriam (1°09'·01N 103°54'·39E) on which stands a light beacon (starboard hand), and:

WNW of a drying reef, marked on its N side by a light beacon (port hand) (1°08'·86N 103°54'·71E).

**Entry.** Thence, from a position in the N end of Selat Bulan, about 2 cables SE of the light beacon (1°09'·01N 103°54'·39E) standing on Pulau Meriam, the track leads SE, passing:

SW of the drying reef (1°08'·82N 103°54'·72E), marked on its N side by a light beacon, thence:

SW of a small unmarked drying reef (1°08'·74N 103°54'·77E), thence:

Clear of a shoal patch (1°08'·52N 103°54'·64E), with a least depth of 6·2 m. A dangerous wreck (1°08'·40N 103°54'·70E), lies close S of the shoal patch. Thence:

SW of another unmarked drying reef (1°08'·65N 103°54'·88E), thence:

SW of a shoal, marked on its NW side by a light beacon (isolated danger) (1°08'·51N 103°54'·96E), thence:

Indonesian Notice 10/136/19 [NP36-No 2-Wk 13/19]

## NP37 West Coasts of England and Wales Pilot (2017 Edition)

### United Kingdom — Distress and rescue; coastguard stations

8

Paragraph 1.66 *2 lines 1–10 Replace by:*

- 2** The United Kingdom maritime radio infrastructure is a single network of operations centres, all data and communications being available to every officer on duty. The National Maritime Operations Centre (NMOC) and the 10 Coastguard Operations Centres (CGOCs) carry out a range of coast guard duties. All centres carry out the function of an MRCC. For further details see *Admiralty List of Radio Signals Volume 5*.

Maritime and Coastguard Agency [NP37-No 5-Wk 29/17]

### Wales – Swansea Bay — Directions; buoy

94

Paragraph 3.95 *1 lines 4–5 Replace by:*

...(51°28'·75N 3°47'·90W). There is a...

Trinity House Notice 13/17 [NP37-No 1-Wk 27/17]

### Wales – Swansea — Depth

94

Paragraph 3.102 *1 line 1 Replace by:*

- 1** The entrance channel has a maintained depth of 0·5 m. For...

BA Chart 1161/19

[NP37-No 28-Wk 08/19]

*The following notice is to be implemented at 0000 UTC on 1<sup>st</sup> April 2019*

### Wales – Port of Swansea — Pilotage

95

Paragraph 3.106 *Replace by:*

- 1 Pilotage district.** The Swansea pilotage district corresponds to the port limits.

Associated British Ports (ABP), provides pilotage for Swansea. Pilotage is compulsory as follows:

All vessels or tows over 85 m LOA.

All vessels or tows over 20 m LOA carrying dangerous or noxious liquids, 12 or more passengers, or explosives.

- 2** All vessels engaging the assistance of tugs.  
All vessels or tows of more than 60 m but less than 85 m LOA where a bona fide deck officer has not navigated the port on that vessel or a vessel of a similar class in the past 12 months.

Vessels not subject to compulsory pilotage are advised not to enter the harbour without a pilot or local knowledge.

- 3 Pilot boarding position** is about 1 mile SE of Mumbles Lighthouse (51°34'·01N 3°58'·27W).

**Pilot vessel** is *Beaufort*; dark blue hull with orange superstructure.

For further pilotage details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

ABP South Wales Notice 16/19

[NP37-No 31-Wk 14/19]

### Wales – Swansea Bay – Mumbles Head — Approaches

96

Paragraph 3.113 *1 lines 1–8 Replace by:*

- 1** From the pilot boarding position (3.106), the track to the seaward limits of the entrance channel leads 1 mile N through Outer Roadstead (3.97) and between Mumbles Head (51°34'·01N 3°58'·27W) and Outer Green Grounds, an area containing a large number of shoal patches 2 miles E.

- 2** A current buoy, SW Inner Green Grounds Light Buoy (E cardinal) (51°34'·21N 3°57'·12W), is moored close W of the entrance.

Paragraph 3.114 *1 lines 1–8 Replace by:*

- 1** From the vicinity of 51°34'·15N 3°56'·95W, the entrance channel, dredged over a width of 122 m, leads NNE for a distance of 2½ miles across Green Grounds, foul ground which encumbers the greater part of the W side of Swansea Bay with detached patches of rock and stones over which there are frequently changing depths. Light buoys (lateral) mark the edges of the channel.

Trinity House Notice 24/18

[NP37-No 27-Wk 05/19]

# NP37

## Wales - Port of Neath — Depths

97

Paragraph 3.125 1 lines 1–2 *Replace by:*

- 1 The entrance channel is dredged to 2.0 m above chart datum (1998). Depths shoaler than charted have been found at the entrance to the channel during a survey (2018). Berthing is determined...

H102 MV *Titan Discovery* [NP37-No 17-Wk 24/18]

## Wales - Port of Neath — Vertical clearances

97

Paragraph 3.126 1 line 3 *For* 29 m *Read* 28 m

Paragraph 3.126 1 line 8 *For* 27 m *Read* 26 m

Paragraph 3.126 2 line 5 *For* 42 m and 28 m *Read* 41 m and 27 m

BA Chart 1161/19 [NP37-No 29-Wk 08/19]

## Wales - Port of Neath — Training wall

98

Paragraph 3.136 1 line 5 *Replace by:*

...NE and lies between two rock training walls 76 m apart, that dry from 2 to 5 m.

UKHO [NP37-No 25-Wk 51/18]

## Wales - Porthcawl - Tusker Rock — Directions; obstruction

103

After Paragraph 3.173 2 line 8 *Insert:*

Clear of an obstruction (51°26'·51N 3°40'·25W)

H102, Gardline Surveys [NP37-No 18-Wk 24/18]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> April 2019*

## Wales - South coast - Approaches to Porthcawl — Directions; caution

104

After Paragraph 3.173 3 line 8 *Insert:*

- 4 **Caution.** A dangerous wreck (51°23'·26N 3°32'·45W) lies about 1 mile SE of Nash Passage. A second dangerous wreck (51°23'·76N 3°34'·51W) lies about 4 cables SW of East Nash Light Buoy (E cardinal).

GB Chart 1152/19 [NP37-No 35-Wk 24/19]

## Wales - Port of Barry — Pilotage

110

Paragraph 4.28 1 lines 1–8 *Replace by:*

- 1 Associated British Ports (ABP) provides the pilotage service for Barry, Cardiff and Newport, including the River Usk. Pilotage is compulsory as follows:

All vessels or tows over 85 m LOA.

All vessels or tows over 20 m LOA carrying dangerous or noxious liquids, 12 or more passengers, or explosives.

All vessels engaging the assistance of tugs.

All vessels or tows of more than 60 m but less than 85 m LOA where a bona fide deck officer has not navigated the port on that vessel or a vessel of a similar class in the past 12 months.

ABP South Wales Notice 16/19

[NP37-No 32-Wk 14/19]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> April 2019*

## Wales - Port of Cardiff — Pilotage

115

Paragraph 4.62 1 *Replace by:*

- 1 Associated British Ports (ABP) pilotage service is based at Pierhead, Barry Docks. For details of pilotage, pilot boarding position and pilot vessel, see 4.28. See also *ADMIRALTY List of Radio Signals Volume 6(1)*.

ABP South Wales Notice 16/19

[NP37-No 33-Wk 14/19]

## Wales - Cardiff - Lavernock Point — Directions; obstructions

116

Paragraph 4.69 2 lines 1–4 *Replace by:*

- 2 **Caution.** An outfall, marked by a light buoy (special), extends 6 cables SE from Lavernock Point (4.41). An obstruction lies close E of the buoy and a second obstruction lies E of Ranny Point at (51°24'·65N 3°09'·33W). Strong currents can be experienced in this area, particularly on spring tides.

H102

[NP37-No 19-Wk 24/18]

*The following notice is to be implemented at  
0000 UTC on 1<sup>st</sup> April 2019*

## Wales - Port of Newport — Pilotage

120

Paragraph 4.98 1 *Replace by:*

- 1 **Pilotage.** Associated British Ports (ABP) based at Cardiff, provides pilotage for Newport. For details of pilotage, pilot boarding position and pilot vessel see 4.28.

ABP South Wales 1Notice 6/19

[NP37-No 34-Wk 14/19]



**Wales - Bristol Channel - Newport —  
Directions; light sector**

120

Paragraph 4.101 1 line 3 *For* 018° *Read* 016°

Correspondence Associated British Ports

[NP37-No 30-Wk 10/19]

**England - Bristol Channel - Bridgwater Bay -  
Hinkley Point — Pilotage**

124

Paragraph 4.135 3 lines 1-7 *Replace by:*

- 3 **Hinkley Point Development.** A jetty (51°12'75N 3°09'45W), with an alongside depth of 2.5 m, has been established as part of the development of Hinkley Point C nuclear power station.

Pilotage is compulsory for vessels greater than 85 m LOA and is provided by Bristol Port Company. An UKC of 1.0 m must be maintained within the harbour limits and approaches.

Hinkley Point Notice 6/19 [NP37-No 38-Wk 35/19]

**England - Bristol Channel -  
Bridgwater Bay — Light buoy**

126

Paragraph 4.141 2 line 5 *Replace by:*

...from the vicinity of 51°14'00N 3°09'80W to...

Paragraph 4.141 3 lines 1-4 *Replace by:*

- 3 **Regulations concerning entry.** Vessels bound for berths within the River Parrett should pass the vicinity of 51°14'00N 3°09'80W no earlier than 2¼ hours and no later than 2 hours before HW.

Trinity House Notice 11/2018 [NP37-No 23-Wk 29/18]

**England - Bristol Channel - Bridgwater Bay —  
Directions; light buoy; shoal**

126

Paragraph 4.143 2 line 2 *Replace by:*

...(51°11'02N 3°19'72W), the...

Paragraph 4.143 3 lines 4-8 *Replace by:*

N of a shoal area (51°13'76N 3°09'96W), least depth 1.9 m, lying on Cobbler Patch.

Trinity House Notice 11/2018 [NP37-No 24-Wk 29/18]

**England - Bridgwater Bay -  
Burnham-on-Sea — Leading lights**

126

Paragraph 4.143 4 lines 10-13 *Replace by:*

**Burnham Seafront Leading Lights:**

Front light (red light on pole, 6 m in height) (51°14'39N 2°59'95W). Daymark (red stripe on white square daymark on sea wall).

Rear light (red light on church tower) (75 m from front light).

Alignment 117°.

Port of Bridgwater Notice 10/17

[NP37-No 10-Wk 48/17]

**England - River Severn - Chepstow —  
Vessels handled**

140

Paragraph 4.226 1 lines 3-4 *Delete*

Gloucester Harbour Trustees [NP37-No 2-Wk 28/17]

**England - River Severn -  
Sharpness Dock — Pilotage**

142

Paragraph 4.247 2 lines 1-10 *Replace by:*

- 2 All vessels of 30 m LOA and over.

Paragraph 4.247 4 lines 1-5 *Replace by:*

Dock pilots, if required, board in the lock for berthing in Sharpness.

Gloucester Harbour Trustees [NP37-No 3-Wk 28/17]

**United Kingdom - River Severn above  
Sharpness — Restricted area; vertical clearance**

144

After Paragraph 4.258 1 line 11 *Insert:*

**Restricted area.** On the River Severn above Sharpness Point, the use of Personal Water Craft is prohibited at all times; for other vessels a speed limit of 12 kn applies.

Paragraph 4.258 2 line(s) 1-5 *Replace by:*

- 2 **Vertical clearance.** Overhead power cables span the river approximately 5 and 11 miles above Sharpness with a minimum vertical clearance of 19 m. A further cable crossing at Minsterworth (uncharted) has a minimum vertical clearance of about 7 m.

GB Chart 1166 Ed.10 (2020) [NP37-No 45-Wk 53/20]

**Wales - Milford Haven — Depths**

154

Paragraph 5.53 *Replace by:*

1 Channel	Depth
West Channel	15.7 m (2017)
East Channel	9.9 m (2017)
Main Channel	16.1 m (2017)
South Channel	9.6 m (2017)
Milford Shelf swinging ground (Vessels > 275 m LOA)	9.3 m (2018)
2 Milford Shelf swinging ground (Vessels < 275 m LOA)	11.0 m (2018)

Milford Haven Port Authority

[NP37-No 22-Wk 28/18]

# NP37

## Wales - Milford Haven - Milford Docks — Depth

164

Paragraph 5.94 2 lines 1–3 *Replace by:*

- 2 The sea lock has a length of 167.6 m and a least depth over the sill of 3.2 m. The maximum allowable beam is 18.9 m.

Correspondence Milford Haven Port Authority  
[NP37-No 14-Wk 22/18]

## Wales - West coast - Cardigan Bay - Tremadog Bay — Depths

192

After Paragraph 6.84 2 line 7 *Insert:*

### Depths 6.84a

- 1 Depths less than charted have been reported (2020) in the approaches to Tremadog Bay, particularly E of The Devil's Tail (6.115).

Corr NAVTEX WZ 655/20 [NP37-No 42-Wk 30/20]

## Wales - West coast - Cardigan Bay - Tremadog Bay — Depths

197

After Paragraph 6.111 2 line 3 *Insert:*

### Depths 6.111a

- 1 See 6.84a.

Corr NAVTEX WZ 655/20 [NP37-No 43-Wk 30/20]

## Wales - Menai Strait to South Stack — General information; traffic regulations

206

After Paragraph 7.49 1 line 5 *Insert:*

### Traffic regulations 7.49a

- 1 **Restricted area.** Entry is prohibited within an area, radius 500 m, around a Micro Grid System (MGS) light buoy (special) (53°17'80N 4°47'76W), marking a seabed structure.

AWJ Marine correspondence [NP37-No 20-Wk 25/18]

## Wales - Menai Strait to South Stack — Directions

207

After Paragraph 7.53 4 line 9 *Insert:*

Clear of a restricted area (7.49a), thence:

AWJ Marine correspondence [NP37-No 21-Wk 25/18]

## England - Liverpool Bay — Wind farm

231

Paragraph 8.3 1 line 5 *Replace by:*

**Wind Farm.** The Burbo Bank Wind Farm and the Burbo Bank Wind Farm Extension lie S of...

Dong Energy [NP37-No 6-Wk 30/17]

## England - River Dee - Hilbre Island — Directions; wreck

236

After Paragraph 8.39 2 line 7 *Insert:*

W of a stranded wreck (53°23'26N 3°13'47W), thence:

BA Chart 1953 [NP37-No 15-Wk 23/18]

## Wales - River Dee - Mostyn Deep — Anchorages

237

Paragraph 8.41 3 line 3 *For* 53°21'16N 3°16'63W *Read* 53°21'35N 3°17'00W

Dee Conservancy Harbour Master  
[NP37-No 40-Wk 04/20]

## River Dee - Mostyn Channel — Directions; light; channels

237

Paragraph 8.43 2 lines 9–11 *Replace by:*

The track then leads S through Mostyn Channel or continues to lead SE to Mostyn Fairway Light Buoy (safe water) (53°20'98N 3°15'64W), from where Salisbury Channel can be followed into the harbour.

Mostyn Channel, marked by light buoys (lateral) leads S, then SE into the turning basin.

Paragraph 8.43 3 line 7 *Replace by:*

...Salisbury Channels and alongside berths. The buoys are moved and Inner...

Port of Mostyn Notice 10/18 [NP37-No 13-Wk 19/18]

## Wales - Mostyn Docks — Directions; directional light

237

Paragraph 8.43 3 lines 1–2 *Replace by:*

- 3 Inner Directional Light (yellow framework tower) (53°19'55N 3°15'69W), located on the breakwater head,...

Correspondence Port of Mostyn 04/18  
[NP37-No 12-Wk 19/18]

**Wales - Mostyn Docks —  
Directions; buoys; light sector**

237

Paragraph 8.43 including existing Section IV Notice Week 19/18. *Replace by:*

- 1 **Approaches.** From Dee Light Buoy (53°21'·90N 3°18'·20W) to the entrance to Mostyn Docks, the track leads SE through Wild Road (8.48) and Mostyn Deep, passing:

NE of North East Mostyn Light Buoy (starboard hand) (53°21'·50N 3°17'·80W), moored at the NE edge of Mostyn Bank, thence:

NE of an obstruction (53°21'·21N 3°17'·12W), with a depth of 3·3 m, thence:

- 2 SW of Salisbury Middle Light Buoy (port hand) (53°21'·37N 3°16'·53W), moored at the WSW extremity of Salisbury Middle, a bank which dries 5·5 m, thence:

NE of M1 Light Buoy (starboard hand) (53°20'·93N 3°16'·55W).

The track then leads S through Mostyn Channel or continues to lead SE to Mostyn Fairway Light Buoy (safe water) (53°20'·98N 3°15'·64W), from where Salisbury Channel can be followed into the harbour.

- 3 **Mostyn Channel**, marked by light buoys (lateral), leads S, then SE, into the turning basin.

**Salisbury Channel** leads S from Mostyn Fairway Light Buoy (safe water) (53°20'·98N 3°15'·64W) and is marked by light buoys (lateral).

Inner Directional Light (yellow framework tower) (53°19'·55N 3°15'·69W), located on the breakwater head, indicates the centre line of the initial S leg of Salisbury Channel and leads close E of S1 Light Buoy.

- 4 **Caution.** The Harbour Master should be consulted for the latest depth information in Mostyn and Salisbury Channels and alongside berths. The buoys are moved and Inner Directional Light sectors adjusted to best mark the channel.

*(Directions continue at 8.50)*

Port of Mostyn Notice 11/18 [NP37-No 16-Wk 23/18]

**Wales - River Dee - Mostyn — Anchorages**

238

Paragraph 8.48 1-2 including heading *Replace by:*

**Arrival information  
8.48**

- 1 **Outer anchorages** are available as follows:  
Short-term anchorage can be obtained in Wild Road (53°21'·80N 3°18'·70W), in about 17 m. There is little protection from weather and tidal stream. Vessels should use this anchorage only in slight to moderate weather conditions and be prepared to move at very short notice.  
Anchorage can be obtained in Mostyn Deep (53°21'·35N 3°17'·00W), which has depths of about 12 m. Whilst more sheltered in SW winds than Wild Road, similar precautions should be observed.

- 2 Small craft can find temporary anchorage in the channel off Lime Wharf in about 6 to 8 m (53°21'·85N 3°13'·70W).

**Local knowledge.** Because of the changing nature of the sandbanks and channels, local knowledge is essential as the channel marker buoys frequently ground during LW periods.

Dee Conservancy Harbour Master  
[NP37-No 41-Wk 04/20]

**England - Liverpool Bay — Wind farm extension**

239

Paragraph 8.54 4 line 1 *Replace by:*

- 4 Burbo Wind Farm Extension (32 turbines) stands on Three and Four Fathom Tongue, between South outer anchorage (8.68) and Burbo Wind Farm. Burbo Wind Farm (25 turbines) stands on...

Dong Energy [NP37-No 7-Wk 30/17]

**England - West coast - Liverpool Bay —  
Anchorages; historic wreck**

240

*After Paragraph 8.68 1 line 9 Insert:*

**Caution.** An historic wreck (53°29'·25N 3°23'·04W) lies in the NE part of the south anchorage area. For information on historic wrecks see 1.57.

UKHO [NP37-No 44-Wk 40/20]

**United Kingdom - England - Liverpool -  
Birkenhead — Directions; light buoy**

244

Paragraph 8.83 2 lines 6-7 *Replace by:*

NE of Rock Ferry Jetty (disused) (53°22'·48N 2°59'·69W) (8.92), marked by a light buoy (E cardinal), thence:

Port of Liverpool Notice 33/19 [NP37-No 36-Wk 30/19]

**England - Liverpool — Berths**

244

Paragraph 8.87 1 line 4 *For* 39·6 m *Read* 57·0 m

Port of Liverpool Notice 28/17 [NP37-No 4-Wk 28/17]

**United Kingdom - Liverpool -  
Birkenhead — Light buoy**

247

Paragraph 8.92 1 line 3 *Replace by:*

...for 305 m thence ESE for 200 m. The jetty is marked by a light buoy (E cardinal).

Port of Liverpool Notice 33/19 [NP37-No 37-Wk 30/19]

# NP37

## England - Liverpool Bay — Directions; wind farm extension

248

Paragraph 8.98 3 line 1 *Replace by:*

- 3 S of Burbo Wind Farm Extension (32 turbines)  
(53°29'18N 3°16'51W) and S of a dangerous  
wreck (53°27'47N 3°11'58W), thence:  
N of a light buoy (special) (53°27'00N...

Dong Energy [NP37-No 8-Wk 30/17]

## England - River Mersey - Runcorn Sands — Vertical clearance

251

After Paragraph 8.109 1 line 7 *Insert:*

- 2 The Mersey Gateway Bridge (53°21'21N  
2°42'87W) spans the river at Runcorn Sands, with a  
vertical clearance above HAT of 12.02 m through the  
N span and 18.09 m through the S span.

Photoplot PG3412 11/18 [NP37-No 26-Wk 02/19]

## England - Port of Lancaster — Glasson Dock — Times

272-273

Paragraph 9.58 2 lines 3-9 *Replace by:*

The dock gate is manned on one tide per day  
throughout the year, this being the tide with HW  
nearest to noon using local time. A vessel wishing to  
enter or leave the dock on another tide must give at  
least 48 hours notice to the Harbour Master

LPC Notice 6/18 [NP37-No 11-Wk 16/18]

## Scotland - Kirkcudbright Bay — Outer anchorages

300

Paragraph 10.87 1 and 2 *Replace by:*

- 1 **Outer anchorages.** Anchorage with good holding  
ground can be found between the 5 and 10 m depth  
contours in the entrance to Kirkcudbright Bay (10.82),  
inward of the firing range limit (10.3). South winds  
cause an uneasy swell during which time it would be  
unwise to anchor.
- 2 A gas pipeline passes close N and E of Little Ross  
(10.80). An outfall extends 1½ cables SSW from the  
shore from a position 1 cable SE of Torrs Point  
(10.78).

H.102 Kirkcudbright Harbour for Dumfries and Galloway  
Council 28/08/2017 [NP37-No 9-Wk 40/17]

## Isle of Man - West coast - West-north-west of Bradda Head — Directions; wreck

319

After Paragraph 10.178 2 line 3 *Insert:*

Clear of a dangerous wreck (54°07'26N 4°51'61W),  
thence:

Isle of Man Notice 16/19 [NP37-No 39-Wk 02/20]

# NP38 West Coast of India Pilot (2019 Edition)

## Maldives - Male' Atoll - Male' — Anchorages

93

Paragraph 2.176 1 line(s) 5-10 *Replace by:*

**Outer harbour.** Except for coasters and most RoRo  
vessels, cargo is worked at the anchorages situated  
NW of Male' as follows:

Ship to Ship Anchorage (4°12'88N 73°26'39E),  
depths from 45 to 68 m.

Quarantine Anchorage (4°12'75N 73°27'65E),  
depths about 46 m, except for a shoal patch in the  
N part.

Thilafushi Working Anchorage (4°11'74N  
73°25'87E), depths from 43 to 56 m.

Laid-up Vessel Anchorage (4°13'25N  
73°28'40E), depths from about 50 to 60 m.

General Purpose Anchorage (4°12'76N  
73°28'40E), depths from about 50 to 60 m.

Local Tanker Anchorage (4°12'29N 73°28'41E),  
depths about 43 m.

Tanker Anchorage (4°12'30N 73°29'27E), depths  
from 42 to 54 m.

Waiting Anchorage (4°11'70N 73°29'24E),  
depths from 38 to 48 m.

Local Navy Anchorage (4°13'16N 73°29'70E),  
depths from 44 to 50 m.

Naval Anchorage (4°11'91N 73°30'05E), depths  
from 42 to 45 m.

Lighterage Anchorage (4°11'38N 73°30'07E),  
depths from 43 to 52 m.

Small Craft Anchorage (4°12'55N 73°31'03E),  
depth 49 m.

Anchorage (4°11'54N 73°30'84E), depths from 23  
to 46 m.

Indian Chart 227/20; ENC GB403323 (6.002)

[NP38-No 18-Wk 17/20]

## India - West coast - Lakshadweep Sea - Nine Degree Channel — TSS

108

Paragraph 2.263 1 *Replace by:*

- 1 Nine Degree Channel (9°00'00N 73°00'00E)  
separates Minicoy Island (8°16'55N 73°03'10E) and  
Cannanore Islands (2.252); the channel is 100 miles  
wide, very deep and navigated by a TSS (not  
IMO-adopted). It is free from known dangers.

For passage through this channel the chart is sufficient  
guide. The Indian Government advise that the principles  
for the use of the routeing system defined in Rule 10 of the  
*International Regulations for Preventing Collisions at Sea*  
(1972) apply.

Investigator Bank (8°32'00N 73°16'00E), with a depth  
of 157 m, lies 17 miles NE of Minicoy Island.

Indian Chart 22/19

[NP38-No 32-Wk 45/20]



**India - South-east coast - Palk Bay -  
Pāmban Pass — Directions; buoyage**

134

Paragraph 3.144 *2 Replace by:*

- 2* The N part of Pāmban Pass, lies between Kanthe Thuki Reef (close off the NW shore of Pāmban Island) and a shoal ground to the W. A dangerous wreck lies in position 9°17'·83N 79°12'·12E.

ENC IN53016M

[NP38-No 10-Wk 10/20]

**Sri Lanka - Galle Harbour —  
Traffic regulations; prohibited area**

138

After Paragraph 4.22 *1 line 2 Insert:*

**Traffic regulations  
4.22a**

- 1* **Prohibited area.** Mariners should keep at least 500 m from an area, centred on 6°01'·22N 80°12'·67E, into which entry is prohibited.

Sri Lankan Notice 2/20

[NP38-No 19-Wk 22/20]

**Sri Lanka - Galle to Hikkaduwa Point —  
Directions; prohibited area**

141

After Paragraph 4.39 *1 line 3 Insert:*

SW of a prohibited area (6°01'·22N 80°12'·67E)  
(4.22a), thence:

Sri Lankan Notice 2/20

[NP38-No 20-Wk 22/20]

**India - South-east coast - Palk Bay -  
Pāmban Pass — Directions; depths**

151

Paragraph 4.114 *1 lines 1-3 Replace by:*

- 1* **Controlling depths.** Depths are changeable; local authorities should be consulted for the latest information.

**Vertical clearance.** Pāmban Viaduct (4.113) has a least vertical clearance of 16 m.

Paragraph 4.116 *1 lines 1-2 Delete*

Paragraph 4.118 *Replace by:*

- 1* **Kundugāl Channel** (9°15'·00N 79°15'·00E) is the better and more direct approach to Pāmban Pass from S. Having passed the outlying dangers (4.111), steer to pass E of Kallaru Reef for a position ESE of Kundugāl Point, from where the channel leads W into Kundugāl Gut, passing:

N of Kallaru Reef (9°14'·73N 79°14'·07E), upon which the sea breaks heavily along its S edge. Shingle Tivu, a low island covered with scrub is situated on the reef.

- 2* Thence keep to the deep-water channel, passing: N of Kursadi Tivu (9°14'·92N 79°12'·88E), a long narrow island with a fishery research station situated at its E end, and:

Close S of Kundugāl Point (9°15'·14N 79°13'·06E), a low and sandy point, and N of Pulli Reef.

- 3* The track then leads generally WNW across Horseshoe Bank (9°15'·55N 79°11'·94E).

Once clear of a drying bank extending SW from Mundel Point (9°16'·38N 79°12'·35E), the route leads NE through The Basin, a narrow unmarked channel, towards the S entrance of Pāmban Pass.

ENC IN53016M

[NP38-No 11-Wk 10/20]

**India - South-east coast - Palk Bay -  
Pāmban Pass — Directions; depths**

152

Paragraph 4.120 *4 Replace by:*

- 4* When NE of Cano Paru Reef (9°14'·21N 79°09'·40E), which covers and uncovers, alter course NE to pass through Puma East Channel which lies NW of Pulli Reef and is unmarked.

When clear of Puma East Channel, steer to pass along the N edge of Pulli Reef into the channel lying between this reef and Horseshoe Bank (4.118), which leads to Sand Bank Channel (9°15'·55N 79°12'·50E), or NE through The Basin, a narrow unmarked channel, towards the S entrance of Pāmban Pass.

ENC IN53016M

[NP38-No 12-Wk 10/20]

**India - West coast - Kollam to Kochi — TSS**

165

After Paragraph 5.57 *1 line 2 Insert:*

**Traffic regulations  
5.57a**

- 1* **Traffic separation scheme.** A TSS is established W of Kollam (8°52'·61N 76°34'·64E) (5.36).

This TSS is not IMO adopted. The Indian Government advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972) apply.

Indian Notice 15/168/20

[NP38-No 26-Wk 37/20]

**India - West coast -  
Kollam to Kochi — Directions**

166

Paragraph 5.60 *1-3 Replace by:*

- 1* From a position SW of Tangasseri Point (8°52'·80N 76°33'·95E) the route leads about 60 miles NNW, passing through a TSS (5.57a), then about 35 miles N to a position W of Kochi (9°58'·18N 76°14'·15E) (5.75).

Indian Notice 15/168/20

[NP38-No 27-Wk 37/20]

# NP38

## India - West coast - Badagara — Wrecks

176

Paragraph 5.134 6 line(s) 1-3 *Delete*

Indian Notice 15/185/19 [NP38-No 1-Wk 49/19]

## India - West coast - Badagara — Anchorage

177

Paragraph 5.138 3 lines 1-5 *Replace by:*

- 3 **Anchorage** may be obtained abreast the town about 2¼ miles WSW of the above flagstaff in a depth of about 9 m, mud.

Indian Notice 15/185/19 [NP38-No 2-Wk 49/19]

## India - West coast - Badagara to Mount Dilli — Directions; wrecks

177

Paragraph 5.144 1 line 4 *Delete*

Paragraph 5.144 2 line(s) 6-7 *Replace by:*

Clear of a dangerous wreck (11°39'34N 75°24'56E), thence:

Indian Notices 15/185/19 & 2/44/20 [NP38-No 7-Wk 08/20]

## India - West coast - New Mangalore — Wreck

184

Paragraph 6.38 1 lines 3-5 *Replace by:*

...between 16 and 18 m. A dangerous wreck (12°56'35N 74°46'20E), position approximate, lies E of the anchorage area.

Indian Notice 19/221/19 [NP38-No 6-Wk 49/19]

## India - West coast - North-north-east of New Mangalore - Mülki Rocks — Directions; caution

186

Paragraph 6.57 1 line(s) 5-6 *Replace by:*

Due to underlying dangers, vessels should not navigate in depths of less than 25 m in the vicinity of Mülki Rocks (6.58).

ENC IN2272CD [NP38-No 21-Wk 23/20]

## India - West coast - New Mangalore to Malpe — Directions; wreck

186

Paragraph 6.58 1 line 6 *For* (13°08'81N 74°41'94E) *Read* (13°09'51N 74°42'25E)

Indian Notice 2/43/20 [NP38-No 8-Wk 08/20]

## India - Mormugao — Outer anchorages; depth; wreck

198

Paragraph 6.162 1 lines 1-3 *Replace by:*

- 1 **Caution.** A spoil ground, with a least depth of 8.8 m, lies about 2½ miles WNW of Mormugao Point (15°24'71N 73°46'99E).

Paragraph 6.162 2 lines 1-2 *Replace by:*

- 2 **Deep draught vessel Anchorage C** lies about 5 miles WNW of Mormugao Point. A wreck (15°25'33N 73°41'60E) lies in the S part of the anchorage.

Indian Charts 2078/20; 2022/19 [NP38-No 9-Wk 09/20]

## India - Mirya Head to Port Dābhol - JSW Jaigarh Port — Pilotage

213

Paragraph 7.99 2 lines 3-4 *Replace by:*

Draught more than 14.5 m: 17°20'04N 73°04'97E;  
Draught less than 14.5 m: 17°19'00N 73°08'00E.

Indian Chart IN2011/20; ENC IN3212AA [NP38-No 25-Wk 36/20]

## India - West coast - South of Tolleshwar Point - KLPL Terminal — Controlling depth

214

Paragraph 7.110 1 line(s) 2 *For* 14.3 m (2015) *Read* 12.6 m (2019)

Indian Notice 10/133/20 [NP38-No 22-Wk 25/20]

## India - Port Dābhol to Kumbaru Point — Directions; wreck

216

*After* Paragraph 7.136 3 line 8 *Insert:*

Clear of a dangerous wreck (17°58'05N 72°51'01E), position approximate, and:

UKHO [NP38-No 23-Wk 33/20]

## India - West coast - Mumbai — Anchorage

225

Paragraph 7.224 1 lines 1-2 including heading *Replace by:*

## Tanker anchorage 7.224

- 1 An anchorage for tankers is located about 1¼ miles WSW of Butcher Light Beacon (7.217).

Indian Notice 14/157/20 [NP38-No 24-Wk 35/20]

**India - Mumbai -  
Jawaharlal Nehru Port — Regulations**

**227**

Paragraph 7.244 *Replace by:*

- 1 Vessels with a draught of 15 m or less will be permitted in the channel and at the GTI, JNPCT, NSICT-DP World and NSIGT Berths (7.249), subject to the height of tide being 2.2 m or greater in all weather conditions.

Vessels with a draught of 14 m or less will be permitted to use BMCL Berth (7.249), subject to the height of tide being 2.7 m or greater in all weather conditions.

- 2 Berthing may be restricted when wind speeds exceed 20 kn, and suspended when it exceeds 25 kn.

It is mandatory for vessels over 270 m LOA to have two sets of working laser range finders onboard for safe turning during day and night.

During the monsoon season, which is considered to be from 1<sup>st</sup> June to 30<sup>th</sup> September, extra mooring lines shall be used for mooring.

- 3 Vessel/berth specific regulations are promulgated by the port from time to time and the latest copy should be obtained from the authorities.

MV *Oriental Lotus* [NP38-No 17-Wk 14/20]

**India - West coast - Approaches to  
Gulf of Khambhāt -  
Southerland Channel — Light**

**234**

*After Paragraph 8.38 3 line 4 Insert:*

Valsād Khadi Light (white tower, red bands, 48 m in height) (20°37'79N 81°28'22E)

Indian Notice 15/184/19 [NP38-No 3-Wk 49/19]

**India - West coast - Approaches to  
Gulf of Khambhāt -  
Southerland Channel — Light**

**236**

Paragraph 8.42 3 line(s) 3-5 *Delete*

Indian Notice 15/184/19 [NP38-No 4-Wk 49/19]

**India - West coast - Approaches to  
Gulf of Khambhāt - Valsād Bay — Light**

**239**

Paragraph 8.62 2 line(s) 2-3 *Replace by:*

...patches lie 4½ miles SW and 3½ miles W Valsād Khadi Light (8.38)

Indian Notice 15/184/19 [NP38-No 5-Wk 49/19]

**India - Port Pipavav - West Channel — Pilotage**

**245**

Paragraph 8.103 3 line(s) 2-3 *For* 20°52'60N 71°30'11E  
*Read* 20°51'84N 71°30'37E

Indian Notice 15/166/20 [NP38-No 28-Wk 37/20]

**India - West coast - Gulf of Katchh - Mundra —  
Directions; major light**

**263**

Paragraph 9.15 4 line(s) 2-3 *Replace by:*

Navinal VTS Tower Light (22°46'08N 69°40'36E) (9.67).

Indian Notice 4/67/20 [NP38-No 13-Wk 13/20]

**India - West coast - Gulf of Kachchh -  
North of Kālubhār Tāpu — Directions; wreck**

**264**

*After Paragraph 9.16 6 line 4 Insert:*

Clear of a dangerous wreck (22°33'92N 69°35'39E), position approximate, thence:

Indian Notice 20/199/20 [NP38-No 36-Wk 51/20]

**India - West Coast - Gulf of Katchh -  
Mundra — Directions; major light**

**270**

Paragraph 9.54 4 line(s) 1-4 *Replace by:*

- 4 Navinal VTS Tower Light (22°46'08N 69°40'36E) (9.67).

Indian Notice 4/67/20 [NP38-No 14-Wk 13/20]

**India - West Coast - Gulf of Katchh -  
Mundra — Directions; major light**

**272**

Paragraph 9.67 1 line(s) 2-3 *Replace by:*

Navinal VTS Tower Light (white structure, black bands, 60 m in height) (22°46'08N 69°40'36E).

Indian Notice 4/67/20 [NP38-No 15-Wk 13/20]

**India - West Coast - Gulf of Katchh - Mundra —  
Directions; major light**

**273**

Paragraph 9.79 2 line(s) 6-7 *Replace by:*

- 4 Navinal VTS Tower Light (22°46'08N 69°40'36E) (9.67).

Indian Notice 4/67/20 [NP38-No 16-Wk 13/20]

# NP38

## India - Gulf of Kachchh - Approaches to Sikka - Reliance Jāmnagar Marine Terminal — Pilotage

277

Paragraph 9.104 2 lines 1-9 *Replace by:*

- 2 **Prohibited area and anchorage.** Anchoring and fishing are prohibited in an area enclosing the SPMs and the associated oil and gas pipelines laid either side of Goos Reef.

**Pilotage** is compulsory, and reportedly available only during daylight. Pilots board in the following positions:

SPMs: 22°36'·00N 69°47'·00E;

Indian Notice 15/Radio Correction P 64 Sika Ports/20  
[NP38-No 29-Wk 37/20]

## India - Kandla approaches and harbour — Outer anchorage; pilotage

279

Paragraph 9.129 1 line(s) 1-8 *Replace by:*

- 1 Vessels awaiting a pilot may anchor WSW of the outer pilot boarding station (9.130) in depths of 10 to 20 m, mud and sand; the holding ground is reported to be good but a large swell can be experienced during the SW monsoon.

A Waiting Area (22°52'·30N 70°07'·87E) lies NE of Outer Tuna Light Buoy (OTB) (22°51'·35N 70°06'·91E) (9.138).

Indian Chart 2080 Ed.1(2019)  
[NP38-No 31-Wk 41/20]

## Pakistan - Rās Kachari to Astola Island - Ormāra — Directions; dangerous wreck

299

*After* Paragraph 10.122 3 line 5 *Insert:*

SSE of a dangerous wreck (25°07'·31N 64°41'·71E),  
thence:

Pakistani Notice 40/141/20 [NP38-No 34-Wk 47/20]

## Pakistan - Ormāra - East Bay — Directions; dangerous wreck

300

Paragraph 10.126 2 *Replace by:*

- 2 **Tidal streams** in the bay are weak, they set NE and SW following the curve of the land.

**Tidal levels.** Mean maximum range about 1.7 m; mean minimum range about 0.9 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

**Directions.** Chandra Kūp (25°22'·05N 64°39'·98E) (10.123) bearing 345° leads between East Point (25°11'·26N 64°41'·74E) and Rodrigues Shoal (10.125) to a position close E of the anchorage described below.

**Caution.** A dangerous wreck (25°07'·31N 64°41'·71E) (10.122) lies 4 miles S of East Point.

Pakistani Notice 40/141/20 [NP38-No 35-Wk 47/20]

## Pakistan - Gwādar - East Bay — Directions; shoal

303

*After* Paragraph 10.149 1 line 6 *Insert:*

An isolated 8.2 m shoal (25°05'·42N 62°32'·65E) lies about 9 miles E of Rās Nūh (10.139). Other shoals, least depth about 11 m, lie farther E.

Pakistani Notice 30/108/20 [NP38-No 30-Wk 40/20]

## Pakistan - Gwādar — Directions; shoal depth

303

*After* Paragraph 10.149 1 line(s) 6 existing Section IV Notice Week 40/20 *Replace by:*

An isolated 8.2 m shoal (25°05'·80N 62°32'·01E) lies about 9 miles E of Rās Nūh (10.139). Other shoals, least depth about 11 m, lie farther E.

Pakistani Notice 36/126/20 [NP38-No 33-Wk 46/20]

## NP39 South Indian Ocean Pilot (2020 Edition)

## France - Indian Ocean - Mayotte - Banc de la Prudente — Anchorage

84

Paragraph 3.92 1 line(s) 1-6 including heading *Replace by:*

**Spare  
3.92**

UKHO [NP39-No 1-Wk 40/20]

## France - Indian Ocean - Île de La Réunion - Port Réunion — Anchorages; traffic regulations

250

Paragraph 11.33 3 line(s) 1-3 *Delete*

*After* Paragraph 11.35 1 *Insert:*

## Traffic regulations 11.35a

- 1 **Prohibited anchorage.** For the protection of submarine cables anchoring is prohibited within two areas centred on 20°55'·51S 55°17'·92E and 20°55'·12S 55°20'·08E, lying E and W of Port Est respectively. Anchoring is also prohibited within an area (11.57) lying in Baie de la Possession, E of Port Est.

- 2 See also 11.25 (Baie de Saint-Paul) and 11.16 (Cap la Houssaye (11.21) S-wards). For regulations, see 11.10.

French Notice 33/P10/20 [NP39-No 2-Wk 40/20]



**France - Indian Ocean - Île de La Réunion -  
North coast — Prohibited anchorages**

253

After Paragraph 11.57 1 line 5 *Insert*:

- 2 **Prohibited anchorages.** For the protection of submarine cables anchoring is prohibited, as follows:  
Baie de la Possession (11.26), centred on 20°55'·12S 55°20'·08E.  
Port Sainte-Marie (11.62) centred on 20°53'·03S 55°32'·77E.  
For further information, local authorities should be consulted.

French Notice 33/P10/20

[NP39-No 3-Wk 40/20]

**France - Indian Ocean - Île de La Réunion -  
Port Sainte-Marie — Anchorage**

254

Paragraph 11.62 2 line(s) 5-8 *Replace by*:

Prohibited anchorage see 11.57

French Notice 33/P10/20

[NP39-No 4-Wk 40/20]

**NP40 Irish Coast Pilot (2019 Edition)**

**Ireland - South-east coast - Waterford Harbour  
- River Barrow — Depths**

128

Paragraph 4.89 1 lines 1-2 *Replace by*:

- 1 The minimum charted depth over the bar (4.97) is about 2·0 m.  
Depths over the bar and within the River Barrow are subject to change and in some cases can be shoaler than charted. Contact local authorities for the latest information.

New Ross Port Information Updates

[NP40-No 9-Wk 48/20]

**Ireland - South-east coast - Waterford Harbour  
- River Barrow — Bridge; vertical clearance**

128

After Paragraph 4.93 1 line 7 *Insert*:

- 2 Rose Fitzgerald Kennedy Bridge (52°21'·39N 6°59'·63W), spans the river from Pink Point (4.99) and has a vertical clearance of 36 m.

New Ross Port Information Updates

[NP40-No 10-Wk 48/20]

**Ireland - South-east coast - Waterford Harbour  
- River Barrow — Directions; depths**

129

Paragraph 4.97 1 lines 1-12 *Replace by*:

- 1 There is a bar across the entire width of the River Barrow which extends nearly 7½ cables upstream from Barrow Bridge between the bridge and Garraunbaun Rock (52°17'·40N 7°00'·95W), a point on the W shore.  
A channel marked by light buoys (lateral) leads NNW across the bar. The depths across the bar are subject to change. See 4.89.

New Ross Port Information Updates

[NP40-No 11-Wk 48/20]

**Ireland - East coast - Dublin Bay —  
Restricted area**

153

After Paragraph 5.160 1 line 9 *Insert*:

- 2 **Restricted area.** Entry is prohibited within 150 m of light buoys (special) in the following positions:  
53°17'·60N 6°04'·20W;  
53°19'·13N 6°02'·48W;  
53°19'·63N 6°02'·46W;  
53°20'·10N 6°02'·40W.

Dublin Port Company Notice 45/19

[NP40-No 1-Wk 41/19]

**Ireland - East coast - Port of Dublin — Pilotage**

157

Paragraph 5.194 1 lines 1-5 *Replace by*:

- 1 **Pilot station.** The pilot station (53°20'·77N 6°12'·19W) is situated on Eastern Breakwater.  
**Pilot boarding.** For vessels using the NE approach, pilots board in the following positions:  
53°21'·40N 6°00'·40W.  
53°20'·40N 6°03'·00W for vessels less than 160 m LOA or as directed by VTS;  
For vessels using the SE approach, pilots board in the following positions:  
53°17'·30N 6°00'·70W.  
53°18'·70N 6°03'·00W for vessels less than 160 m LOA or as directed by VTS;

Dublin Port Company

[NP40-No 6-Wk 30/20]

**Ireland - East coast -  
Port of Dublin — Regulations**

158

Paragraph 5.195 1-2 *Replace by*:

**Traffic regulations**

**5.195**

- 1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.

# NP40

- 2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.

## Regulations concerning entry 5.195a

- 1 **Speed limits.** A 9 kn speed limit applies between Poolbeg Lighthouse (5.202) and Port Operations Centre, Eastern Breakwater (53°20'·69N 6°12'·19W). A 4 kn speed limit applies in all basins throughout the port and in the river W of Port Operations Centre, Eastern Breakwater.

**East Link Toll Bridge.** For regulations governing this bridge see 5.199.

- 2 **Small craft regulations.** *Dublin Port Company's Small Craft (Leisure) Regulations* require that between Dublin Bay fairway buoy and Poolbeg Lighthouse, small craft shall not navigate inside the fairway and should remain outside the line of the buoys.

W of Poolbeg Light House small craft should keep to the S of the fairway.

- 3 If it is necessary to cross the fairway, they shall do so at right angles.

Small craft are prohibited from entering the berths and basins within the port.

Dublin Port Company [NP40-No 7-Wk 30/20]

## Ireland – Howth Harbour to Lambay Island and Rogerstown Inlet — Anchorages; submarine cables

169

Paragraph 6.34 1 line(s) 1–3 *Replace by:*

- 1 **Anchorages.** In fine weather, a vessel may anchor temporarily, anywhere clear of submarine cables and a wreck (53°26'·70N 6°01'·04W), between Howth (53°23'·59N 6°04'·07W) and Lambay Island, 6 miles N.

Paragraph 6.35 3 line 6 *Replace by:*

...depth 3 m, clear of a submarine cable.

IMA Notice 20/2019 [NP40-No 2-Wk 41/19]

## Northern Ireland - Strangford Narrows — Underwater turbine

186

Paragraph 6.161 1-2 including heading *Replace by:*

## Spare 6.161

SIMEC Atlantis Energy [NP40-No 3-Wk 45/19]

## Northern Ireland - Strangford Narrows — Underwater turbine

188

Paragraph 6.168 3 lines 9–11 *Delete*

SIMEC Atlantis Energy [NP40-No 4-Wk 45/19]

## Northern Ireland - Larne — Pilotage

212

Paragraph 7.136 1 line 7 *Replace by:*

...54°52'·67N 5°47'·68W, 1 mile N of Larne No 1 Light Buoy.

Port of Larne Harbour Master [NP40-No 5-Wk 03/20]

## Ireland - South-west coast - Dingle Bay - Dingle Harbour — Directions

235

Paragraph 8.120 5-6 *Replace by:*

- 5 SW of Black Point (52°07'·44N 10°15'·73W) on which stands Lough Tower, and clear of a drying reef, marked by a light buoy (starboard hand), extending  $\frac{3}{4}$  cable from the point, thence:

NE of Flaherty Point (52°07'·41N 10°16'·03W), thence:

To a position  $1\frac{1}{4}$  cables N of Flaherty Point. The track then leads  $3\frac{1}{4}$  cables WNW through a dredged channel marked by light buoys (lateral), passing NNE of Foheragh Point (52°07'·43N 10°16'·33W).

- 6 Thence, from a position  $5\frac{1}{2}$  cables S of the harbour entrance, the white sector (181°–183°), astern, of Dingle Fishery Harbour Centre Sector Light (pole) (52°07'·43N 10°16'·59W) and the white sector (001°–003°) of Dingle Harbour Directional Light (mast) (52°08'·34N 10°16'·53W) lead N into the harbour.

GB Chart 2790 Ed.5 (2020) [NP40-No 8-Wk 37/20]

## NP41 Japan Pilot Volume 1 (2018 Edition)

## Japan - North-west coast - Hamada Ko — Vertical clearance

91

After Paragraph 3.48 1 line 5 *Insert:*

A bridge (34°52'·62N 132°03'·52E), with a vertical clearance of 8·5 m, spans the E side of the S basin in Shoko Ku.

Japanese Notice 23/393/18 [NP41-No 5-Wk 27/18]

## Japan - Honshu - Tako Hana — Directions; light

94

Paragraph 3.70 2 lines 8–9 *Delete*

Japanese Notice 21/353/18 [NP41-No 4-Wk 25/18]

## Honshu - North-west coast - Kawashimo Ko — Directions; development

95

After Paragraph 3.74 1 line 10 *Insert:*

**Development.** An additional detached breakwater is under construction (2020), 3 cables NW of the existing outer breakwaters.

Paragraph 3.75 1 line(s) 10–11 *Replace by:*

The track then leads ESE into the port, passing clear of the detached outer breakwaters and...

Japanese Notice 28/520/20 [NP41-No 24-Wk 36/20]

**Japan - Honshu - Oki Shoto - Saigo Ko —  
Vertical clearance**

100

Paragraph 3.116 3 line 2 *For* 18 m *Read* 16 m

Japanese Notice 50/1022/19 [NP41-No 16-Wk 04/20]

**Japan - Honshu north-west coast - Anto Misaki  
to Saruyama Misaki - Kanazawa Ko —  
Restricted area**

124

*After Paragraph 4.128 2 line 11 Insert:*

- 3 **Restricted area.** Entry into an area 30 m from any tanker carrying a flammable, dangerous cargo berthed alongside or at anchor is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese SD 302 Supplement Edition 2 2019  
[NP41-No 18-Wk 15/20]

**Japan - Honshu - North-west coast -  
Hegura Shima - Depths**

126

*After Paragraph 4.147 1 line 7 Insert:*

**Caution.** Depths shoaler than charted have been reported (2019) up to 1¾ miles S and SW of the island.

Japanese Notice 50/5593(T)/19  
[NP41-No 17-Wk 04/20]

**Japan - Honshu north-west coast - Rokko Saki  
to Kannon Saki - Nanao Ko — Restricted area**

131

*After Paragraph 5.18 5 line 4 Insert:*

**Restricted area.** Entry into an area 30 m from any tanker carrying a flammable, dangerous cargo berthed alongside or at anchor is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese SD 302 Supplement Edition 2 2019  
[NP41-No 19-Wk 15/20]

**Japan - Honshu north-west coast -  
Kannon Saki to Fushiki-Toyama -  
Fushiki — Restricted area**

134

*After Paragraph 5.35 2 line 10 Insert:*

- 3 **Restricted area.** Entry into an area 30 m from any tanker carrying a flammable, dangerous cargo berthed alongside or at anchor is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese SD 302 Supplement Edition 2 2019  
[NP41-No 20-Wk 15/20]

**Japan - Honshu north-west coast - Naoetsu to  
Niigata - Kashiwazaki Ko — Restricted area**

140

*After Paragraph 5.96 1 line 9 Insert:*

- 2 **Restricted area.** Entry into an area 30 m from any tanker carrying a flammable, dangerous cargo berthed alongside or at anchor is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese SD 302 Supplement Edition 2 2019  
[NP41-No 21-Wk 15/20]

**Japan - Niigata — Arrival information;  
outer anchorages and pilotage**

144

Paragraph 5.135 1 lines 2–7 *Replace by:*

...is situated WSW of Nishi Ku harbour entrance. Vessels waiting for a berth should anchor in an area W of the breakwaters, in 20 m or more, sand.

Attention is drawn to a dangerous wreck in position 37°58'52N 139°03'94E, NE of the quarantine anchorage.

Paragraph 5.135 3 and 4 *Delete*

Paragraph 5.136 1 lines 4–5 *Replace by:*

For Nishi Ku:  
37°57'96N 139°01'92E;  
37°58'35N 139°02'53E.  
For Higashi Ku:

ENC JP44RL0C/JP44S8HC [NP41-No 1-Wk 08/18]

# NP41

## Japan - Honshu - Akita Funakawa Ko — Depth caution

153

After Paragraph 5.190 1 line 10 *Insert*:

**Caution.** Less water than charted has been reported in various locations throughout Akita Ku; see chart for details.

Japanese Chart 148

[NP41-No 6-Wk 52/18]

## Japan - Honshu - Akita Ku — Depth caution

155

After Paragraph 5.205 3 line 4 *Insert*:

**Caution.** Less water than charted has been reported in various locations throughout Akita Ku; see chart for details.

Japanese Chart 148

[NP41-No 7-Wk 52/18]

## Japan - Honshu - Kashima Ko — Vertical clearance

180

Paragraph 7.24 1 line 7 *For* 56 m *Read* 45 m

Japanese Notice 19/319/18

[NP41-No 3-Wk 22/18]

## Japan - Honshu - East coast - Ishinomaki Wan - Sendai - Shiogama Ko — Directions

193

Paragraph 7.149 1 line(s) 6 *For* S cardinal *Read* starboard hand

Paragraph 7.149 5 line(s) 7-8 *Replace by*:

The track then continues W following the fairway, marked by light buoys and light beacons (lateral), into Shiogama Ko.

Japanese Notice 17/348/19

[NP41-No 11-Wk 21/19]

## Japan - Honshu - East coast - Ogatsu Wan - Ogatsu Ko — Directions; leading lights

197

Paragraph 7.187 2 line(s) 10-11 *Replace by*:

...141°31'·35E), a rock.

The track then leads NW into Ogatsu Wan, passing NE of Aka Saki Light (white round concrete tower, 10 m in height) (38°30'·00N 141°29'·76E).

Paragraph 7.187 3 line(s) 1-10 *Delete*

Japanese Notice 17/344/19

[NP41-No 12-Wk 21/19]

## Japan - Honshu - East coast - Kinkasan To - Shishi Watari — Vertical clearance; caution

198

Paragraph 7.190 1 line(s) 9-12 *Replace by*:

...mainland. Shishi Watari (38°17'·81N 141°32'·34E) is the narrowest part, and an overhead power cable with a safe vertical clearance of 26 m spans the channel at this point.

After Paragraph 7.190 2 line(s) 7 *Insert*:

**Caution.** Submarine power cables are laid across Shishi Watari, extending W from Kinkasan Ko.

Japanese Notice 17/346/19

[NP41-No 13-Wk 21/19]

## Japan - Honshu - East coast - Izu Shima — Vertical clearance

198

Paragraph 7.192 2 line(s) 3-5 *Replace by*:

...its widest part, and has depths in it of over 29 m. Two power cables with a least safe vertical clearance of about 19 m span the channel.

Japanese Notice 16/5186(P)/19

[NP41-No 10-Wk 21/19]

## Japan - Honshu - East coast - Kesennuma Ko — Bridge

199

After Paragraph 7.198 1 line 14 *Insert*:

A bridge (38°53'·57N 141°35'·54E), under construction (2020), with a vertical clearance of about 32 m, spans Kesennuma Ko.

Japanese Notice 23/423/20

[NP41-No 22-Wk 28/20]

## Japan - Honshu - Kuji Ko — Breakwater construction

209

After Paragraph 7.253 1 line 16 *Insert*:

**Development.** Works are in progress (2019) to construct a breakwater in an area extending about 1½ miles SSE from Ushi Shima (40°13'·09N 141°50'·04E).

Japanese Notice 42/5483(T)/19

[NP41-No 15-Wk 47/19]

## Japan - Hokkaido - Ishikariwan Ko — Directions; depths

226

After Paragraph 8.94 1 line 12 *Insert*:

**Caution.** Depths in the harbour are reported (2018) as less than charted.

Japanese Notice 18/5217(T)/18

[NP41-No 2-Wk 21/18]



**Japan - Hokkaido - South coast -  
Kushiro Ko — Depths**

257

Paragraph 9.127 1 lines 1-3 *Replace by:*

- 1 The approach to Kushiro Ko is free of dangers.  
Charted depths are as follows:

Nishi Ku (W harbour), generally in excess of 10 m;  
Higashi Ku (E harbour), generally in excess of 7 m.

Lesser depths may exist and local authorities should be contacted for details and authorised draughts.

ENC JP55223H; UKHO [NP41-No 23-Wk 31/20]

**Russia - Ostrov Shikotan — Marine reserve**

280

*After Paragraph 11.24 2 line 6 Insert:*

Ostrov Shikotan is a designated nature reserve within which fishing, landing, dredging and the discharge of garbage and oily waste are prohibited within 1 mile of the coast.

Russian ENC RU3M8WE0 [NP41-No 14-Wk 33/19]

**Russia - Ostrov Shikotan -  
Bukhta Malokuril'skaya — Submarine cable**

280

Paragraph 11.26 2 *Replace by:*

- 2 Russian Regulated Area No 253 lies across the inlet. Anchorage Area No 284 lies close E of the entrance to the inlet. Anchorage Area No 285 lies close W of the entrance to the inlet. Attention is drawn to a submarine cable laid between the W limit of the anchorage and the waiting area farther W (11.10). Russian Regulated Area No 226 lies on the E inner side of the inlet. For further information, see Appendix 1.

Russian Notice 2/95/19 [NP41-No 8-Wk 06/19]

**Russia - Sea of Okhotsk - Ostrov Iturup -  
Kuril'skiy Zaliv — Anchorage**

288

Paragraph 11.74 3-4 *Replace by:*

- 3 **Anchorage** berths are established as follows:

No 1	45°14'·81N 147°51'·79E
No 2	45°14'·41N 147°51'·79E
No 3	45°15'·31N 147°52'·29E
No 4	45°15'·31N 147°51'·99E
No 5	45°15'·11N 147°51'·59E
No 6	45°14'·81N 147°51'·59E
No 7	45°14'·41N 147°51'·09E
No 9	45°15'·51N 147°51'·19E

- 4 **Caution.** Local knowledge is required and no shelter is provided from W and NW winds. During strong N winds, heavy seas will enter the bay, and vessels are advised to leave the anchorage and put to sea.

A submarine cable lies SW of the anchor berths.

Russian Notice 03/129/19 [NP41-No 9-Wk 07/19]

**NP42A Japan Pilot Volume 2 (2020 Edition)**

**Honshu - South coast - Suruga Wan -  
Oigawa Ko — Depths**

134

*After Paragraph 6.46 1 line 7 Insert:*

Depths shoaler than charted have been reported (2019). Contact the local authorities for the latest information.

Japanese Notice 49/5575(T)/19  
[NP42A-No 1-Wk 13/20]

**Honshu - O Shima - Habu Ko — Leading lights**

141

Paragraph 7.12 3 line(s) 1-7 *Replace by:*

- 3 **Local knowledge** is required.  
**Directions.** The chart is sufficient guide.

Japanese Notice 48/979/19 [NP42A-No 2-Wk 13/20]

**Honshu - Tokyo Wan - Yokohama —  
Prohibited area**

165

*After Paragraph 8.76 5 line 13 Insert:*

- 6 **Prohibited area** is centred on 35°25'·74N 139°41'·76E, SW of Yokohama Passage, marked by light buoys (special).

Japanese Notice 27/499/20 [NP42A-No 4-Wk 34/20]

**Honshu - Tokyo Wan - Yokohama —  
Prohibited area**

170

Paragraph 8.92 1 lines 3-4 *Replace by:*

...Honmoku Fairway, passing S of a prohibited area (8.76) marked by light buoys (special).

Paragraph 8.92 1 line(s) 12-13 *Replace by:*

...Leading Lights lead through Honmoku Fairway, to the berths.

Japanese Notice 27/499/20 [NP42A-No 5-Wk 34/20]

**Tokyo Wan - Tokyo-Ku —  
Traffic regulations; prohibited area**

177

Paragraph 8.145 3 line(s) 6-8 *Replace by:*

**Prohibited areas.** Entry is prohibited to an area, marked by light buoys (special), centred on 35°35'·10N 139°50'·05E.

Japanese Notices 48/5563(P)/19; 3/44/20  
[NP42A-No 3-Wk 13/20]

# NP42B

## NP42B Japan Pilot Volume 3 (2019 Edition)

### Seto Naikai - Kurushima Kaikyo — Navigation; tidal streams

191

Paragraph 8.5 1 line(s) 4 *For out-going (N) Read N-going*

Paragraph 8.5 1 line(s) 6 *For in-going (S) Read S-going*

Paragraph 8.5 3 line(s) 2 *For in-going (S) Read S-going*

Paragraph 8.5 6 line(s) 3 *For in-going (S) Read S-going*

JP LL Vol 1 Supp 46 [NP42B-No 7-Wk 09/20]

### Seto Naikai - Kurushima Kaikyo — Tidal stream signals

192

Paragraph 8.6 1-4 *Replace by:*

- 1 Tidal stream signals are displayed at tidal signal stations throughout Kurushima Kaikyo; signals refer to the stream in Naka Suido (central channel) (8.17) and Nishi Suido (W channel) (8.18). The signals displayed consist of letters, numbers and arrows flashed in succession, for a period of two seconds, continuously, as follows:

The letter N or S to indicate the direction of the tidal stream.

- 2 A number between 0 and 13 to indicate the rate of the tidal stream in knots; if the rate cannot be measured the number is omitted.

An arrow, point up, indicating that the tidal stream is expected to increase, point down, to decrease.

An underlined arrow, point down, indicating that there is about one hour before the start of the turn of the tide in Naka Suido.

- 3 An X, indicating the tide turning period; a period about 20 minutes before and after the turn of the tide in Naka Suido.

**Osumi Hana Signal Station.** The signals are displayed from an electronic display board on a signal station (34°08'42N 132°56'46E) 1 cable SSW of Osumi Hana (8.16).

For the S-going tidal stream, information for Naka Suido is shown.

For the N-going tidal stream, information for Nishi Suido is shown.

- 4 For the tide turning period, information for Naka Suido is shown.

**Tsu Shima Signal Station.** The signals are displayed from an electronic display board on a signal station (34°09'11N 132°59'51E) at the W end of Tsu Shima. The display board has a W-facing panel and a S-facing panel.

For the S-going tidal stream, the W panel shows information for Naka Shido; the S panel shows information for Nishi Suido.

- 5 For the N-going tidal stream, the W panel shows tidal information for Nishi Suido; the S panel shows information for Naka Suido.

For the tide turning period, information for Naka Suido is shown.

**Ohama Signal Station.** The signals are displayed from an electronic display board located on the VTS tower (34°05'42N 132°59'27E). The display board has a N-facing panel and an E-facing panel.

- 6 For the S-going tidal stream, the N panel shows information for Naka Shido; the E panel shows information for Nishi Shido.

For the N-going tidal stream, the N panel shows information for Nishi Suido; the E panel shows information for Naka Suido.

For the tide turning period, information for Naka Suido is shown.

- 7 **Nagase-no-Hana Signal Station.** The signals are displayed from an electronic display board on a signal station (34°06'58N 133°02'01E).

For the S-going tidal stream, information for Nishi Suido is shown.

For the N-going tidal stream, information for Naka Suido is shown.

For the tide turning period, information for Naka Suido is shown.

JP LL Vol 1 Supp 46 [NP42B-No 8-Wk 09/20]

### Seto Naikai - Hakata Seto - Hakata Shima — Vertical clearance

218

Paragraph 8.81 1 line 6 *For 42 m Read about 46 m*

Japanese Notice 50/1032/19 [NP42B-No 5-Wk 04/20]

### Shikoku - Seto Naikai - Saijo Ko — Vertical clearances

234

Paragraph 9.25 3 line 2 *Replace by:*

...clearances about 45 and 34 m, span the basin about...

Japanese Notice 23/428/20 [NP42B-No 11-Wk 28/20]

### Seto Naikai - Harima Nada - West side - Okado Hana to Inge Shima — Directions; obstruction

294

Paragraph 11.28 2 line 27 *Replace by:*

...134°21'99E). An obstruction (34°39'10N 134°22'00E), position approximate, lies 2¾ cables N of the wreck.

Japanese Notice 43/871/19 [NP42B-No 1-Wk 49/19]

### Seto Naikai - Harima Nada - North side - Ishima Suido to Himeji Ko — Directions; obstruction

298

Paragraph 11.58 4 line 2 *Replace by:*

...134°21'99E), lying close to track. An obstruction (34°39'10N 134°22'00E), position approximate, lies 2¾ cables N of the wreck. Thence:

Japanese Notice 43/871/19 [NP42B-No 2-Wk 49/19]

**Japan - Seto Naikai - Himeji Ko —  
Traffic regulations; signal station**

304

Paragraph 11.110 1-2 *Replace by:*

- 1 **Restricted area.** Vessels are prohibited from approaching within 30 m of any tanker within the port limits carrying inflammable cargo; no vessel, without the permission of the Harbour Master, shall enter the area.

Japanese Notice 18/351/20 [NP42B-No 10-Wk 23/20]

**Shikoku - Tokushima - Komatsushima Ko —  
Limiting conditions; vertical clearance**

320

Paragraph 12.31 1 lines 1-9 *Replace by:*

- 1 **Tokushima Ku:**  
A bridge, under construction (2020) with vertical clearance unknown, spans Shinmachi Kawa in the vicinity of 34°03'·22N 134°35'·23E.  
An overhead cable (34°03'·50N 134°34'·48E), with a safe vertical clearance of 50 m, spans Shinmachi Kawa; Suehiro Bridge, with a vertical clearance of about 21 m, spans the river close WNW.
- Komatsushima Ku:**  
A bridge (34°00'·53N 134°35'·28E), vertical clearance unknown, spans Kandase Kawa.

Japanese Notice 37/5465(T)/20  
[NP42B-No 12-Wk 47/20]

**Seto Naikai - Kii Suido -  
Tokushima — Restricted area**

320

*After Paragraph 12.35 2 line 5 Insert:*

**Restricted area  
12.35a**

- 1 Entry into an area within 30 m from any tanker carrying a flammable, dangerous cargo berthed alongside or at anchor is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese SD 303 1/2019 [NP42B-No 9-Wk 15/20]

**Kii Suido - Wakayama-Shimotsu Ko -  
Kainan Ku — Vertical clearance**

339

Paragraph 12.125 2 lines 4-8 *Replace by:*

A structure with a vertical clearance of 14 m spans a lock (34°09'·37N 135°11'·20E) in the N part of the harbour. Overhead cables (34°09'·38N 135°11'·23E), with vertical clearances of 24 and 17 m, span the channel close E of the lock.

Japanese Notice 50/1028/19 [NP42B-No 6-Wk 04/20]

**Seto Naikai - Osaka Wan - Kobe Ku —  
Outer anchorages**

347-348

Paragraph 13.23 1-3 *Replace by:*

- 1 Anchor berths lie throughout the outer port area; berths are allocated by the Harbour Master and should only be used with his permission; the letter designation of the berth indicates the suitable size, or type, of vessel that may use the berth:  
M - (medium) vessels under 200 m in length;  
L - (large) vessels under 300 m in length;  
F - (ferry) car ferries.
- 2 Dangerous cargo anchorages are available in Section 4 and Section 6; contact harbour authorities for instructions.

Kobe Ku Quarantine Anchorage (34°38'·53N 135°10'·52E) lies in Section 4 of the port, depths from about 13·0 to 15·6 m, mud.

**Caution.** Numerous fould, obstructions and wrecks lie within the anchorage areas.

Japanese Notice 46/938/19 [NP42B-No 3-Wk 52/19]

**Japan - Osaka Wan - Kobe - Kobe-Chuo  
Passage — Directional light**

350

Paragraph 13.35 2-3 *Replace by:*

- 2 The track then leads NNW, through the passage, into the outer part of Section 2; for aircraft approach areas see 13.20.
- 3 The track then leads N, within the white sector (356°-000°) of Nadahama-Higashi Directional Light (white post, 16 m in height) (34°42'·02N 135°14'·63E), through a passage, marked by light buoys (lateral), to the head of Section 2. This passage is sometimes referred to as Nadahama Fairway (34°41'·20N 135°14'·66E).

Japanese Notice 47/5556(P)/19  
[NP42B-No 4-Wk 02/20]

**NP42C Japan Pilot Volume 4 (2020 Edition)**

**Miyako Shima - Hirara Ko —  
Directions; landmarks**

72

Paragraph 2.68 3 lines 1-9 *Replace by:*

- 3 **Approach via Miyako Hakuchi from the west.** Vessels should pass about 1 mile N and NE from Irabu Shima. The track then leads ESE and then gradually alters course for the entrance to the fairway between Hirara Ko Nos 1 and 2 Light Buoys.

**Caution.** A dangerous wreck (24°51'·75N 125°14'·92E) and Iibashinotsushigama (24°51'·55N 125°14'·86E), a 9·5 m rock, lie in the fairway entrance.

Paragraph 2.68 5 line(s) 4-8 *Replace by:*

Three wind turbines (24°54'·38N 125°15'·64E).

## NP42C

Nakano Banare (24°51'·21N 125°17'·03E) is the largest islet of Oura Wan.

Japanese Notice 35/663/20

[NP42C-No 5-Wk 45/20]

### Japan - Sakishima Gunto - Miyako Retto - Hirara Ko — Basins and berths; cruise berth

72

After Paragraph 2.70 3 line 3 *Insert*:

Cruise Berth (24°48'·85N 125°16'·32E) is situated on the N face of the N breakwater. The berth has a total length of around 280 m (including dolphins) and a charted depth alongside of about 10 m.

Japanese Notice 34/637/20

[NP42C-No 2-Wk 44/20]

### Kyushu South-east coast - Shibushi Ko — Limiting conditions; depths

138

Paragraph 6.22 1 lines 1-2 *Replace by*:

- 1 **Controlling depths.** The entrance channel is dredged to 14 m. The port is subject to silting. Depths shoaler than charted have been reported (2020) and the local authorities should be contacted for the latest information.

Japanese Notice 32/5408(T)/20

[NP42C-No 1-Wk 41/20]

### Japan - Kyushu - South-east coast - Shibushi Ko — Outer anchorages; submarine cables

138

After Paragraph 6.23 1 line 16 *Insert*:

**Caution.** Submarine cables and wave meters lie in the vicinity of the anchorages.

Japanese Notice 34/5426(P)/20

[NP42C-No 3-Wk 44/20]

### Japan - Goto Retto - Uku Shima - Ko-no-Ura — Anchorages; cable

251-252

Paragraph 11.62 1-5 including heading *Replace by*:

#### Ko-no-Ura 11.62

- 1 **General information.** Ko-no-Ura (33°15'·00N 129°05'·01E) lies between Tera Shima (33°15'·00N 129°04'·03E) and the SW shore of Uku Shima (33°16'·03N 129°06'·54E). A long narrow bank lies near the middle of the bay. Konoura Ko (33°15'·19N 129°05'·57E), a small fishing port, is located in the SE part of the bay. Furusato Gyoko (33°15'·75N 129°05'·08E) a small fishing harbour is located in the N part of the bay.

**Local knowledge** is recommended.

- 2 **Directions.** The bay has open access from S through Ojika Seto. From N it is entered through Terashima Seto, a narrow S-shaped channel between Tera Shima and Uku Shima. The narrowest part of the channel is about 200 m wide. Ikazuchi Se, two drying rocks, lie in the N entrance to the channel 1½ cables N of the N extremity of Tera Shima. A light buoy (port hand) marks the rocks.

- 3 **Useful marks:**

Konoura Ko S Breakwater Light (red tower, 8 m in height) (33°15'·14N 129°05'·52E).

**Tidal streams.** See 11.50.

**Anchorage.** There is good anchorage sheltered from all winds except from S, in a position S of the narrow bank (33°15'·32N 129°04'·98E), in about 22 m.

- 4 **Caution.** A submarine cable and a pipeline are laid across the narrow channel between Yakugami Hana and Tera Shima. Another cable is laid across the bay close NW of the narrow bank.

Japanese Notice 34/5425(P)/20

[NP42C-No 4-Wk 44/20]

## NP43 South and East Coasts of Korea, East Coast of Siberia and Sea of Okhotsk Pilot (2020 Edition)

### South Korea - Jejudo - South-west coast - Marado to Chagwido — Directions; major light

84

Paragraph 2.12 1 line(s) 8-10 *Delete*

Paragraph 2.13 1 *Replace by*:

- 1 From a position SSW of Marado (33°07'·09N 126°16'·06E) the track leads NNW, passing:

WSW of Marado from where a light (white metal column, 11 m in height) (33°07'·05N 126°16'·16E) is exhibited. The island has a vertical rocky face 33 m high on its E side; there are dwellings on the W side of the island. Marado is steep-to except for reefs extending a short distance from its N and S extremities. An ODAS light float (special) lies 12 miles W of Marado, in position 33°05'·00N 126°02'·00E. Thence:

Korean Notice 35/640/20; LL2661/20

[NP43-No 33-Wk 42/20]

### South Korea - Jejudo - North-west coast - Aewol Hang — Directions; light

86

After Paragraph 2.25 1 line 5 *Insert*:

**Directions.** Aewol Hang is approached within the white sector (230·5°-235·5°) of Aewol Hang E Breakwater Light (white round concrete tower, 15 m in height) (33°28'·18N 126°19'·67E), passing between the breakwaters, and thence to the required berth.

Korean Notice 47/1108/19

[NP43-No 1a-Wk 10/20]



**South Korea - Jeju-do - North-west coast -  
Aewol Hang — Directions; wreck**

86

After Paragraph 2.25 1 line(s) 5 including existing Section IV Notice Week 10/20 *Insert*:

**Directions.** Aewol Hang is approached within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light (white round concrete tower, 15 m in height) (33°28'18N 126°19'67E), passing between the breakwaters, and thence to the required berth.

**Caution.** A dangerous wreck (33°29'26N 126°21'25E), position approximate, lies within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light.

Korean Notice 12/172/20 [NP43-No 24-Wk 17/20]

**South Korea - Jeju-do - North-west coast -  
Aewol Hang — Directions; light**

86

Paragraph 2.25 2 lines 5-7 *Delete*

Korean Notice 47/1108/19 [NP43-No 1b-Wk 10/20]

**South Korea - Jeju-do - East coast -  
Udo Sudo — Directions; wreck**

90

After Paragraph 2.59 4 line 4 *Insert*:

Clear of a dangerous wreck (33°30'70N 126°55'70E), position approximate, thence:

Korean Notice 51/1189/19 [NP43-No 2-Wk 10/20]

**South Korea - Jeju-do - South coast -  
Gaeminpogot to Marado —  
Directions; major light**

91

Paragraph 2.67 2 line(s) 5 *Delete*

Paragraph 2.68 4 line(s) 10-12 *Replace by*:

The track then leads to a position SSW of Marado (33°07'09N 126°16'06E) from where a light (2.13) is exhibited. The islets and rocks N of Marado are described at 2.15.

Korean Notice 35/640/20; LL2661/20 [NP43-No 34-Wk 42/20]

**South Korea - South coast -  
Geogeum Sudo — Vertical clearance**

111

Paragraph 2.199 1 lines 1-4 *Replace by*:

- 1 Geogeum Bridge (34°30'03N 127°07'70E), spanning the W entrance to Geogeum Sudo between Sorokdo and Geogeumdo, 1 mile S, has a vertical clearance of 21 m.

ENC KR647A93 [NP43-No 26-Wk 22/20]

**South Korea - South coast - Geogeum Sudo —  
Directions; marine farm**

112

Paragraph 2.203 5 *Replace by*:

- 5 S of an isolated 8.4 m shoal (34°30'45N 127°04'85E).

The track then leads NW for a short distance to a position about 1½ miles W of the W point (34°30'60N 127°05'89E) of Sorokdo.

UKHO [NP43-No 36-Wk 49/20]

**South Korea - South coast - Deungnyang Man  
— Directions; marine farm**

113

Paragraph 2.210 1 *Replace by*:

- 1 From a position about 1½ miles W of the W point of Sorokdo (34°30'60N 127°05'89E) the track leads NNE, passing:

WNW of the marine farm (34°30'95N 127°05'15E), lying W of Sorokdo (2.203), thence:

UKHO [NP43-No 37-Wk 49/20]

**South Korea - South coast - Jimaseom to  
Yeondo — Directions; offshore platform**

114

Paragraph 2.217 2 lines 7-8 *Replace by*:

N of an offshore platform (lit) (34°19'15N 127°36'43E) and across the S approaches to Yeoja Man and Gamang Man.

Korean Notice 3/75/20 [NP43-No 3-Wk 10/20]

**South Korea - South coast - Geumodo -  
Geumo Sudo — Prohibited area**

116

Paragraph 2.229 1-2 *Replace by*:

- 1 **Description.** Geumo Sudo (34°33'50N 127°44'69E), the channel separating Geumodo from the islands at the S entrance to Gamang Man (2.242), is deep and free from dangers in the fairway. It has a least width of 3 cables and depths from 12 to 15 m in its E and W approaches.

- 2 **Prohibited area.** During the period of heavy fog, from 1st April to 31st July every year, navigation by tankers of 50 gt or more and vessels carrying chemical products or sand is prohibited within an area covering the approaches to Geumo Sudo. The limits are as follows:

34°33'93N 127°45'13E; 34°33'13N 127°45'43E;  
34°32'98N 127°43'46E; 34°33'63N 127°43'46E.

Korean Chart 2412/19 [NP43-No 4-Wk 10/20]

# NP43

## South Korea - South coast - Ando Hang — Vertical clearance; bridge

116

Paragraph 2.230 1 line(s) 5–7 *Replace by:*

**Vertical clearance.** A bridge, with a vertical clearance of 19 m, spans the S entrance to the harbour. A power cable, with a safe vertical clearance of 36 m, also spans the entrance close NE of the bridge.

Korean Notice 35/636/20 [NP43-No 35-Wk 42/20]

## South Korea - Yeosu Haeman — General information; VTS

125

Paragraph 3.16 1–3 *Replace by:*

1 A VTS is in operation for Yeosu Haeman and its approaches. The service also covers Yeosu Hang and Gwangyang Hang.

For full details and a list of reporting points see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO [NP43-No 5-Wk 10/20]

## South Korea - South coast - Yeosu Haeman — Anchorages

128

Paragraph 3.39 1 lines 3–9 *Replace by:*

D–1, designated for VLCCs, centred on 34°37′.71N 127°58′.66E. No 2 quarantine anchorage lies within the N part of D1 anchorage area in position 34°39′.13N 127°57′.87E.

D–2, with a radius of 4 cables centred on 34°40′.18N 127°53′.85E, and depths from 19 to 21 m. Unrestricted.

ENC KR4F4H20 [NP43-No 6-Wk 10/20]

## South Korea - Yeosu Hang — Tugs

129

*After* Paragraph 3.51 1 line 7 *Insert:*

**Tugs.** Vessels over 1500 gt and vessels over 1000 gt carrying dangerous cargo require the use of a tug. For further details, including exclusions, contact the port authority.

UKHO [NP43-No 7-Wk 10/20]

## South Korea - Yeosu Hang — Tugs

131

*After* Paragraph 3.72 1 line 2 *Insert:*

### Tugs

#### 3.72a

1 For details see 3.51.

UKHO [NP43-No 8-Wk 10/20]

## South Korea - South coast - Geojedo - Okpo Hang — Directions; lights

151

Paragraph 3.195 2 lines 1–6 *Delete*

Korean Notice 2/47/20 [NP43-No 9-Wk 10/20]

## South Korea - South coast - Geojedo - Okpo Hang — Directions; lights

152

Paragraph 3.203 *Replace by:*

### Landmarks:

Ongnyeobong (34°51′.15N 128°41′.60E).

Gangmangsan (34°55′.32N 128°42′.42E).

### Major lights:

Yangjamchwi Light (34°53′.70N 128°45′.09E) (3.195).

2 **Track.** There are no specific directions for entering Okpo Hang, the chart being sufficient guide.

### Useful marks:

Okpo Hang N Breakwater Light (red round concrete tower, 11 m in height) (34°53′.82N 128°43′.05E).

Okpo Hang S Breakwater Light (white round concrete tower, 11 m in height) (34°53′.69N 128°43′.17E).

Korean Notice 2/47/20 [NP43-No 10-Wk 10/20]

## South Korea - Busan New Port — Directions

155

*After* Paragraph 3.223 4 line 7 *Insert:*

(Directions for Busan New Port are given at 3.228)

Paragraph 3.223 5–6 *Replace by:*

5 Vessels bound for Masan Hang and other ports W and NW round Busan New Port No C Light Buoy (safe water) (35°01′.44N 128°47′.31E) and continue NW to No 1 pilot boarding position. The vicinity of this buoy is a Precautionary Area.

(Directions continue at 3.238)

UKHO [NP43-No 28-Wk 28/20]

## South Korea - Busan New Port — Prohibited area

156

Paragraph 3.226 2 lines 5–7 *Delete*

GB Chart 1163 (2020) [NP43-No 31-Wk 38/20]

## South Korea - South coast - Busan New Port — Directions; directional light

156

Paragraph 3.228 2 lines 5–6 *Replace by:*

### Useful mark:

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04′.46N 128°46′.10E) marking the fairway on the N side of the harbour.

Korean Notice 45/1052/19 [NP43-No 11-Wk 10/20]

## South Korea - Busan New Port — Directions

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 10/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'44N 128°48'34E), vessels bound for Busan New Port continue NNW, thence N, to enter No 5 Fairway, marked by light beacons (lateral), passing: W of a detached breakwater (35°02'88N 128°47'44E), from each end of which a light is exhibited, thence:
- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'52N 128°46'69E) (3.238), from where a light is exhibited.

**Busan New Port (Sinhang) Inner Leading Lights:**

Front light (square metal tower, 101 m in height) (35°04'97N 128°49'68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061.1°) of these lights leads ENE into Busan New Port, passing between the islet of Horando (3.224) and a prohibited area (3.226).

**Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'46N 128°46'10E) marking the fairway on the N side of the harbour.

- 4 Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'88N 128°47'25E).  
Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'88N 128°47'63E).

UKHO

[NP43-No 29-Wk 28/20]

**South Korea - South coast - Busan New Port — Directions; wreck; useful marks**

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 28/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'44N 128°48'34E), vessels bound for Busan New Port continue NNW, thence N, to enter No 5 Fairway, marked by light beacons (lateral), passing: W of a detached breakwater (35°02'88N 128°47'44E), from each end of which a light is exhibited, thence:
- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'52N 128°46'69E) (3.238), from where a light is exhibited.

**Busan New Port (Sinhang) Inner Leading Lights:**

Front light (square metal tower, 101 m in height) (35°04'97N 128°49'68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061.1°) of these lights leads ENE into Busan New Port, passing between the islet of Horando (3.224) and a prohibited area (3.226).

**Caution.** A dangerous wreck (35°04'47N 128°47'86E), position approximate, marked by V-AIS, lies in the approach to Hanjin Newport Container Terminal (3.229), within the white sector (269°-271°) of Busan New Port Directional Light.

- 4 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'46N 128°46'10E) marking the fairway on the N side of the harbour.

Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'88N 128°47'25E).

- 6 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'88N 128°47'63E).

UKHO; South Korean Notices 21/312/20; 26/435/20; ENC KR65886D; [NP43-No 30-Wk 31/20]

**South Korea - Busan New Port — Directions; prohibited area; light**

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 31/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'44N 128°48'34E), vessels bound for Busan New Port continue NNW, thence N, within the white sector (000.9°-002.9°) of a light (white 8-sided tower, 27 m in height) (35°04'66N 128°47'11E), through No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'88N 128°47'44E), from each end of which a light is exhibited, thence:

- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'52N 128°46'69E) (3.238), from where a light is exhibited.

**Busan New Port (Sinhang) Inner Leading Lights:**

Front light (square metal tower, 101 m in height) (35°04'97N 128°49'68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061.1°) of these lights leads ENE into Busan New Port, passing NNW of Horando (3.224).

- 4 **Caution.** A dangerous wreck (35°04'47N 128°47'86E), position approximate, marked by V-AIS, lies in the approach to Hanjin Newport Container Terminal (3.229), within the white sector (269°-271°) of Busan New Port Directional Light.

- 5 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'46N 128°46'10E) marking the fairway on the N side of the harbour.

Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'88N 128°47'25E).

- 6 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'88N 128°47'63E).

GB Chart 1163 (2020)

[NP43-No 32-Wk 38/20]

# NP43

## South Korea - Approaches to Busan New Port and Masan - Jinhae Hang — Pilotage

158

Paragraph 3.242 2 lines 2-4 *Replace by:*

...No 1 pilot boarding area (35°02'75N 128°44'57E) in Gadeok Sudo, or at No 3 pilot boarding area (35°04'18N 128°42'12E) in the quarantine and waiting...

UKHO [NP43-No 23-Wk 13/20]

## South Korea - South coast - Jinhae Man — Goheyon Fairway

161

Paragraph 3.271 2 lines 1-3 *Replace by:*

- 2 **Goheyon Fairway to Gajodo Sudo.** From a position about 8½ cables N of Hwangdeokdo the route leads SW for 6¾ miles through Goheyon Fairway to...

Korean Chart 2165 (2019) [NP43-No 12-Wk 10/20]

## South Korea - South coast - Jinhae Man — Goheyon Fairway

162

Paragraph 3.279 5 line 5 *For Tongyeong Fairway Read Goheyon Fairway*

Paragraph 3.281 1 lines 1-4 including heading *Replace by:*

**Goheyon Fairway to Gajodo Sudo**  
(continued from 3.279 and 3.280)  
**3.284**

- 1 From a position about 8½ cables N of Hwangdeokdo (35°00'55N 128°37'28E) the track leads SW through Goheyon Fairway, marked by light buoys (safe water), passing:

Korean Chart 2165 (2019) [NP43-No 13-Wk 10/20]

## South Korea - South coast - Jinhae Man — Goheyon Fairway

163

Paragraph 3.285 1 line 8 *For Tongyeong Fairway Read Goheyon Fairway*

Korean Chart 2165 (2019) [NP43-No 14-Wk 10/20]

## South Korea - South coast - Busan Hang — Directions; directional light

171

Paragraph 3.330 2 line 6-8 *Replace by:*

The alignment (304°8') of these lights and the white sector (303°8'-305°8') of No 1 Fairway Directional Light (white 4-sided metal tower, 23 m in height) (35°06'78N 129°03'11E) leads through No 1 Fairway in North Outer Harbour, marked by light beacons (lateral), passing:

Korean Notice 45/1049/19 [NP43-No 15-Wk 10/20]

## South Korea - South-east coast - Ulsan Hang — Wreck

180

Paragraph 4.30 2 lines 7-8 *Replace by:*

E2 (35°26'33N 129°25'70E) for vessels between 10 000 and 30 000 tonnes. A wreck (35°26'29N 129°26'46E) lies in the centre of the anchorage.

GB Chart 898/20 [NP43-No 16-Wk 10/20]

## South Korea - Ulsan Hang — Restricted Area

180

Paragraph 4.32 2 line 2 *Replace by:*

...are restricted within 400 m of the four SBMs...

Korean Chart 1756 [NP43-No 17-Wk 10/20]

## South Korea - East coast - Donghae Hang — Anchorages

199

Paragraph 4.157 1 lines 7-9 *Replace by:*

**Outer anchorages.** Seven designated anchorages lie N of the detached breakwater

Paragraph 4.157 2 lines 1-9 *Replace by:*

- 2 **Pilotage** is compulsory but available only during daylight hours. The pilot boards approximately 2 miles E of the N breakwater in the vicinity of 37°29'70N 129°11'50E. See *ADMIRALTY List of Radio Signals Volume 6(6)*.

Paragraph 4.158 1 lines 7-11 *Replace by:*

**Development.** A new detached breakwater is under construction (2019), extending E from a position 2 cables NE of the centre of the N breakwater.

Korean Notice 4/82/20 [NP43-No 18-Wk 10/20]

## Russia - Zaliv Petra Velikogo - Zaliv Amurskiy — Directions; marine farms

243

After Paragraph 6.55 2 line 9 *Insert:*

**Caution.** Extensive marine farms lie at the head of the bay.

Russian Notices 50/5860 & 5861/19 [NP43-No 19-Wk 10/20]

## Russia - Vladivostok - Zaliv Ussuriyskiy — Regulations; prohibited area

248

After Paragraph 6.94 1 line 2 *Insert:*

**Traffic regulations**  
**6.94a**

- 1 A prohibited area (43°04'46N 132°16'90E) has been established about 8 cables SW of Mys Sedlovodnyy (6.97).

ENC RU4M9V50 [NP43-No 20-Wk 10/20]



**Russia - Vladivostok - Zaliv Ussuriyskiy -  
Bukhta Bol'shogo Kamnya — Prohibited area**

249

After Paragraph 6.99 6 line 5 *Insert*:

**Prohibited area.** Entry into Bukhta Bol'shogo Kamnya is prohibited to unauthorised vessels. Contact local authorities for further information.

ENC RU4M9V50 [NP43-No 21-Wk 10/20]

**Russia - Vladivostok - Zaliv Ussuriyskiy -  
Bukhta Bol'shogo Kamnya — Directions**

249

Paragraph 6.99 7 line 1 *For NE Read NW*

Paragraph 6.99 7 line 4 *For NE Read NW*

Paragraph 6.99 7 line 7 *For NE Read NW*

UKHO [NP43-No 22-Wk 10/20]

**Russia - Vladivostok - Zaliv Strelok —  
Marine farms**

258

After Paragraph 7.11 2 line 5 *Insert*:

**Marine farms  
7.11a**

- 1 Numerous marine farms exist within Zaliv Strelok (See 1.24).

Russian Notice 15/1835/20 [NP43-No 25-Wk 20/20]

**Russia - Sea of Japan -  
Bukhta Preobrazheniye — Directions**

274

Paragraph 7.117 1-3 *Replace by*:

- 1 **Description.** Bukhta Preobrazheniye (42°53'65N 133°54'30E) is a narrow inlet affording protection from winds from all directions and is entered N of Ostrov Orekhova (7.116). About half way within the entrance are narrows which divide the inlet into two basins. The navigable width of the entrance, between the 10 m contours, is about ¼ cable. A quay and two floating docks lie on the N side of the outer basin.
- 2 Sokolovka, a settlement at which there is a large fishing station, stands on the shore of a cove NE of Mys Matveyeva, the N entrance point of the inlet.
- Directions.** Vessels entering Bukhta Preobrazheniye should pass W of Ostrov Orekhova.

**Preobrazheniye Bay Approach Leading lights:**

Front light (8-sided tower, 6 m in height) (42°53'64N 133°53'62E).

- 3 Rear light (similar structure) (1 cable from front light).

From a position NW of Ostrov Orekhova, the alignment (119.7°) of these lights leads ESE into the harbour.

**Preobrazheniye Bay Entrance Leading lights:**

Front light (8-sided tower, 7 m in height) (42°53'78N 133°54'36E).

- 4 Rear light (similar structure) (165 m from front light).

The alignment (087°) of these lights leads E towards the quay.

**Useful mark:**

Ostrov Orekhova Light (42°53'59N 133°52'95E) (7.116).

**Anchorage** may be obtained in the vicinity of 42°53'69N 133°53'97E; depth 9 m, mud.

ENC RU5M8VB0 (1.003) [NP43-No 38-Wk 50/20]

**Russia - Sea of Okhotsk - Sakhalinskiy Zaliv -  
Proliv Tatarskiy — Pilotage**

321

Paragraph 10.5 2 line(s) 5-6 *Replace by*:

...(10.39). Pilots board in position 53°21'39N 141°41'46E.

Russian Chart RU62177 Ed 2 (2019)  
[NP43-No 27-Wk 27/20]

**NP44 Malacca Strait and West Coast of Sumatera  
Pilot (2019 Edition)**

**Indonesia - Sumatera - North coast - Bengkulu  
— Directions; light**

67

After Paragraph 2.29 1 line 5 *Insert*:

Pulau Bengkulu Light (5°47'59N 94°58'47E) (3.15).

Indonesian Chart IN471 [NP44-No 27-Wk 36/20]

**Indonesia - Malacca Strait - North-north-east of  
Palau Jemur — Directions; wreck**

68

After Paragraph 2.39 1 line 4 *Insert*:

NE of a dangerous wreck (3°00'05N 100°36'43E), reported (2020), thence:

Indonesian Notice 29/341/20 [NP44-No 25-Wk 34/20]

**Malaysia - Selangor - Malacca Strait -  
One Fathom Bank — Directions; wreck**

70

Paragraph 2.49 1 lines 1-5 *Replace by*:

- 1 **Caution.** A dangerous wreck (3°00'00N 100°46'00E) lies in the approaches to the TSS.

**Outer Deep-Draught route.** From the vicinity of 3°02'00N 100°40'00E, the track initially leads SSE, for about 6½ miles. It then leads ESE for 14 miles through the deepest water found along the outer SW edge of the traffic lane, passing:

Malaysian Notice 7/99/20 [NP44-No 30-Wk 39/20]

# NP44

## Indonesia - Sumatera - North coast - Bengala — Directions; light

80

After Paragraph 3.15 2 line 6 *Insert*:

Pulau Bengala Light (white beacon, 15 m in height)  
(5°47'·59N 94°58'·47E).

Indonesian Chart IN471 [NP44-No 28-Wk 36/20]

## Indonesia - Sumatera - North coast - Bengala — Directions; light

82

After Paragraph 3.32 3 line 2 *Insert*:

Pulau Bengala Light (5°47'·59N 94°58'·47E) (3.15.)

Indonesian Chart IN471 [NP44-No 29-Wk 36/20]

## Indonesia - Sumatera - North-east coast - Belawan — Pilotage

99

Paragraph 4.62 1 lines 1–6 *Replace by*:

- 1 Pilotage is compulsory for all vessels over 500 gt and available 24 hours. Pilots board in position 3°54'·22N 98°45'·00E.

Indonesian Notice 29/392/19 [NP44-No 3-Wk 40/19]

## Indonesia - Sumatera - North-east coast - Belawan — Anchorages

99

Paragraph 4.65 1 *Replace by*:

- 1 There are 15 designated anchorage areas in the approaches to Belawan as follows:
- Zone 1. Cargo vessels (3°54'·57N 98°47'·11E);
  - Zone 2. Container vessels (3°55'·97N 98°47'·36E);
  - Zone 3. Chemical carriers (3°55'·40N 98°44'·79E);
  - Zone 4. Oil and gas vessels (3°56'·12N 98°44'·79E);
  - Zone 5. Dry bulk carriers (3°54'·57N 98°46'·37E);
  - 2 Zone 6. Liquid bulk carriers (3°55'·75N 98°44'·78E);
  - Zone 7. Car carriers (3°55'·20N 98°46'·61E);
  - Zone 8. Passenger ships (3°55'·58N 98°46'·99E);
  - Zone 9. Vessels bound for Pertamina SBM (4.75) (3°51'·38N 98°50'·67E);
  - Zone 10. Quarantine anchorage (3°54'·09N 98°48'·15E);
  - Zone 11. Trial vessel anchorage (3°54'·54N 98°48'·38E);
  - 3 Zone 12. Transfer anchorage (3°54'·15N 98°47'·03E);
  - Zone 13. Emergency anchorage (3°54'·09N 98°49'·05E);
  - Zone 14. Dead ship anchorage (3°54'·07N 98°48'·56E);
  - Zone 15. Naval anchorage (3°54'·89N 98°46'·73E).

Indonesian Notice 29/392/19 [NP44-No 4-Wk 40/19]

## Indonesia - Sumatera - East coast - Belawan — Directions; buoyage

99

Paragraph 4.69 1-2 including heading *Replace by*:

## Approaches to Belawan Channel 4.69

- 1 From a position NNE of Nipahlarangan Light (3°54'·17N 98°40'·77E) (4.55), the track leads S to the vicinity of a light buoy (safe water) (3°58'·53N 98°47'·63E). Thence the approaches lead SW on a recommended track to a position close W of No 2 Light Buoy (port hand) (3°54'·11N 98°44'·93E) and the pilot boarding station (4.62).

GB Chart 3584; 3921 [NP44-No 11-Wk 43/19]

## Indonesia - Sumatera - East coast - Belawan — Directions

99-100

Paragraph 4.70 1-2 including heading *Replace by*:

## Spare 4.70

Paragraph 4.71 1-2 *Replace by*:

- 1 From a position in the vicinity of the light buoy (safe water) (3°58'·53N 98°47'·63E), the track leads S, passing E of the outer anchorages (4.65), to the terminal.

Paragraph 4.72 1 line 1 *Replace by*:

- 1 From a position close W of No 2 Light Buoy (port hand)...

Paragraph 4.72 2 lines 6–9 *Replace by*:

W of four dangerous wrecks, marked by light buoys (emergency wreck), which lie ESE of No 2 Light Buoy, thence:

Paragraph 4.72 4 lines 1–6 *Replace by*:

- 4 W of a dangerous wreck (3°51'·26N 98°44'·89E), reported (2002).  
Thence the track leads to a position close W of No 6 Light Buoy (port hand) (3°50'·55N 98°44'·46E).

GB Chart 3584; 3921 [NP44-No 12-Wk 43/19]

## Indonesia - Malacca Strait - Selat Bengkalis — Pilotage

107

Paragraph 4.137 1 lines 5–6 *For* 1°56'·44N 101°50'·46E  
*Read* 1°54'·20N 101°51'·10E

Indonesian Notice 26/304/20 [NP44-No 20-Wk 30/20]

**Indonesia - Malacca Strait - Selat Rupat -  
Dumai — Controlling depths****108**Paragraph 4.146 1 lines 6 *Replace by:*

...and 14.0 m in the approaches to the berths at Dumai.

Maximum draught for Dumai Port Channel is 12.4 m.

Indonesian Notice 26/302/20 [NP44-No 21-Wk 30/20]

**Indonesia - Sumatera - Selat Rupat -  
Dumai — Anchorages****109**Paragraph 4.157 1 lines 4-7 *Replace by:*

...the holding ground is clay.

On the S side of the channel, adjacent to the alongside berths, there are two cargo transhipment areas (the E one for tankers), a working anchorage, a sea trial area and a turning basin. An additional working anchorage lies about 10 miles ESE, S of the channel.

GB Chart 3933/20 [NP44-No 32-Wk 45/20]

**Indonesia - Malacca Strait -  
Lalang Marine Terminal — Pilotage****110**Paragraph 4.167 1 lines 6-8 *Delete*

Indonesian Notice 26/304/20 [NP44-No 22-Wk 30/20]

**Malaysia - North channel leading to  
Pinang Harbour — Directions****134**Paragraph 5.161 including heading *Replace by:***Spare  
5.161**

ENC MY4C5536 [NP44-No 7-Wk 41/19]

**Malaysia - South Channel leading to  
Pinang Harbour — Vertical clearance****135**Paragraph 5.169 3 line(s) 3-6 *Replace by:*

**Sultan Abdul Halim Muadzam Shah Bridge** (5°17'·14N 100°18'·29E) is 24 km in length, with the longest span over the South Channel being 250 m. It is a cable stayed box girder bridge with a vertical clearance of 33 m.

ENC MY4C5536 [NP44-No 8-Wk 41/19]

**Malaysia - South Channel - Inner Part —  
Directions; alignment****136**Paragraph 5.172 2 line(s) 7 *For* (044°6°) *Read* (044°)

ENC MY4C5536 [NP44-No 9-Wk 41/19]

**Malaysia - Pinang Harbour —  
Limiting conditions; bridge****137**Paragraph 5.182 1 line(s) 2 *For* **Pinang Second Bridge** *Read* **Sultan Abdul Halim Muadzam Shah Bridge**

ENC MY4C5536 [NP44-No 10-Wk 41/19]

**Malaysia - Malacca Strait - Approaches to  
Lumut — Depths****147**Paragraph 6.36 2 lines 4-5 *Replace by:*

There is a minimum depth of 11.6 m (4°08'·38N 100°34'·76E) in the approaches to Lekir Bulk Terminal.

Malaysian Notice 6/147/19 [NP44-No 1-Wk 40/19]

**Malaysia - Malacca Strait - Approaches to  
Lekir Bulk Terminal — Directions; depths****150**Paragraph 6.43 2 lines 1-2 *Replace by:*

2 Clear of a patch (4°08'·38N 100°34'·76E) with a depth of 11.6 m, thence:

Paragraph 6.43 2 line 8 *Replace by:*

Thence the terminal can be approached directly, keeping clear of an isolated shoal patch (4°08'·24N 100°36'·91E) with a depth of 13.3 m.

Malaysian Notice 6/147/19 [NP44-No 2-Wk 40/19]

**Malaysia - Selangor - S Sungai Besar —  
Directions; wreck****154**Paragraph 6.80 1 lines 1-10 *Replace by:*

1 From a position E of Pulau Agas (4°04'·43N 100°35'·02E) (6.72), the coastal route leads SSE outside the 20 m depth contour, passing:

ENE of a dangerous wreck (3°38'·23N 100°34'·00E), reported (1986), thence:

ENE of a dangerous wreck (3°33'·08N 100°43'·22E), thence:

WSW of a dangerous wreck (3°32'·69N 100°56'·67E), position approximate, thence:

To a position NW of Angsa Bank Light Beacon (3°20'·00N 100°59'·96E), at the N extremity of Permatang Angsa. An obstruction lies 1 mile W of the light beacon.

Malaysian Notice 1/28/20 [NP44-No 16-Wk 12/20]

# NP44

## Malaysia - Malacca Strait - Pelabuhan Klang — Depths

155

Paragraph 6.91 1 line(s) 6 *For* 13.5 m (2011) *Read* 12.5 m

Paragraph 6.91 2 line(s) 1-5 *Replace by:*

- 2 At Pelabuhan Selatan (South Port), 7.5 m in the channel immediately W of the port, over a width of 210 m.

The S approach channel (2°52'83N 101°15'61E) has a maintained depth of 18.0 m.

The depths for the dredged channels are maintained by the port operators and are closely monitored by Port Klang Authority. For latest information, consult Port Klang Authority.

ENC MY5C5307 (4.000) [NP44-No 23-Wk 31/20]

## Malaysia - Malacca Strait - Pelabuhan Klang — Anchorage; prohibited anchorage

155

Paragraph 6.96 1 lines 6-8 *Replace by:*

Vessels awaiting berthing instructions may anchor E and SE of South Fairway Light Buoy (6.112). Vessels are prohibited from anchoring within 1 mile radius of the buoy.

Port Klang Malaysia Marine Information Handbook/19  
[NP44-No 26-Wk 34/20]

## Malaysia - Port Dickson — Arrival information; anchorage; shoal

163

*After* Paragraph 6.138 1 line 6 *Insert:*

**Caution.** A 1.5 m shoal (2°31'46N 101°45'53E) lies in the SE part of the LPG and Tanker anchorage.

ENC MY4C5239 (4.000) [NP44-No 15-Wk 11/20]

## Malaysia - Port Dickson - Kuala Sepang Besar — Berths

165

Paragraph 6.150 3 line(s) 4-5 *Replace by:*

...consists of two L-shaped jetties (2°34'70N 101°42'92E and 2°34'61N 101°43'45E), extending SSW from the shore. Both jetties are about 310 m in length, extended by dolphins.

Malaysian Notice 1/29/20 [NP44-No 17-Wk 12/20]

## Malaysia - Malacca Strait - Pulau Pisang — Directions; light buoy

173

Paragraph 6.225 3 lines 1-2 *Replace by:*

- 3 SW of an obstruction (1°26'22N 103°16'42E).

Malaysian Notice 107/19 [NP44-No 5-Wk 40/19]

## Malaysia - Singapore Strait - Tanjung Pelapas — Pilotage

183

Paragraph 7.32 1 line 5 *For* 1°14'69N 103°32'11E *Read* 1°13'93N 103°31'87E

GB Chart 3833 (2019) [NP44-No 14-Wk 02/20]

## Indonesia - Singapore Strait - Selat Durian — Anchorage

184

Paragraph 7.35 3 lines 1-4 *Delete*

Indonesian Notice 20/228/20 [NP44-No 18-Wk 24/20]

## Indonesia - Singapore Strait - Pulau Batam - Batuanpar — Wreck

187

*After* Paragraph 7.54 9 line 7 *Insert:*

Dangerous wreck (1°10'96N 103°56'97E), reported (2020).

Indonesian Notice 27/311/20 [NP44-No 24-Wk 31/20]

## Indonesia - Pulau Batam - Sekupang — Directions; buoyage

188

Paragraph 7.55 8 *Replace by:*

- 8 Between a light beacon (port hand, 8 m in height) (1°08'10N 103°55'20E) standing on the coastal reef and a shoal patch (1°08'00N 103°55'00E), with depths less than 3 m. A light buoy (starboard hand) marks the NW extremity of of the shoal. Thence:

GB Chart 3937 (2019) [NP44-No 13-Wk 02/20]

## Singapore - Cruise Bay — Vertical clearance

204

Paragraph 8.9 1 *Replace by:*

- 1 A height restriction area exists in Cruise Bay (1°15'70N 103°48'60E). The safe vertical clearance of the aerial cableway (1°15'70N 103°49'10E) is 50 m. The bay is prohibited to vessels having a height of over 50 m. Vessels in excess of 48 m but not higher than 50 m must obtain permission from the Port Master to enter, remain in, or move from the area.

Singapore Notice 29/20 [NP44-No 19-Wk 30/20]

## Malaysia - Malacca Strait - Tanjung Pelepas — Depth

245

Paragraph 9.16 1 lines 1-2 *Replace by:*

- 1 The entrance channel is dredged to 18 m (2018).

Malaysian Chart MAL5123 Ed.3 (2019)  
[NP44-No 31-Wk 40/20]



**Malaysia – Johor – Pelabuhan Calder —  
Directions; wreck**

264

Paragraph 9.168 4 line 3 *Replace by:*

...(1°24'·00N 104°03'·00E), passing W of a dangerous wreck (1°23'·82N 104°05'·65E), until a position SW of Karang...

Malaysian Notice 7/174/19

[NP44-No 6-Wk 40/19]

**Indonesia – Sumatera – Teluk Tapanuli –  
Sibolga — Directions**

315

Paragraph 11.181 including heading *Replace by:*

**Approach from west**

**11.181**

- 1 From the vicinity of 1°40'·00N 98°38'·00E, the track into Teluk Tapanuli leads initially E and thence, when S of Ujung Karang Light (11.165), NNE, passing:  
WNW of Karang Sibongan (1°40'·66N 98°46'·32E), a rock surrounded by shoal ground, lying 3¾ cables SE of the light, with Karang Sibongsu, another rock, close ESE, thence:
- 2 ESE of Ujung Karang Light, thence:  
WNW of Pulau Poncan Gadang (1°42'·66N 98°45'·73E), a wooded islet, lying 2¼ miles E of the light; the sea breaks at times on detached reefs on the E side of the island.

Thence to a position in the fairway 6 cables SW of Pulau Poncan Ketek Light (11.187).

*(Directions continue for Sibolga at 11.187  
and for Labuhan Angin Port at 11.189a)*

Indonesian Notice 38/467/20

[NP44-No 33-Wk 45/20]

**Indonesia – Sumatera – Sibolga —  
Arrival information; anchorages;  
restricted areas; regulations**

316

Paragraph 11.186 1 *Replace by:*

- 1 **Outer anchorages.** There are two designated anchorage areas lying about 4 cables W of Poncan Gadang:  
Zone G, centred on 1°42'·65N 98°45'·02E, for vessels engaged in sea trials.  
Zone F, centred on 1°42'·88N 98°45'·12E, for quarantine vessels.  
**Pilotage** is not available.
- 2 **Restricted areas.** Anchoring is prohibited in the vicinity of 1°40'·90N 98°41'·98E, about 2 miles SW of Ujung Karang, due to dumped ammunition.  
Anchoring is prohibited in the vicinity of 1°43'·33N 98°46'·40E, outside the entrance to the small bay (11.187) in which the main berth lies.

- 3 **Regulations concerning entry.** A two way route has been established for the approach to Labuhan Angin (11.189a). It has a width of 150 m and depths from 6 to 20 m and is therefore recommended for vessels with a maximum draft of 5 m at the lowest tide.

Indonesian Notice 38/467/20; ENC ID5179R6 (1.002)

[NP44-No 34-Wk 45/20]

**Indonesia – Sumatera – Teluk Tapanuli –  
Sibolga — Directions**

316

Paragraph 11.187 including heading *Replace by:*

**Directions**

*(continued from 11.181)*

**11.187**

- 1 From a position in the fairway, 6 cables SW of Pulau Poncan Ketek Light, the track leads E, exiting the fairway and passing:  
S of Pulau Poncan Ketek (1°43'·82N 98°45'·21E), a wooded islet. A light (E cardinal) (1°43'·71N 98°45'·28E) stands on the SE side of the islet.  
Thence:
- 2 N of Pulau Bangke Light (green, beacon) (1°43'·15N 98°45'·76E), exhibited from the N extremity of the reef extending from Pulau Poncan Gadang (11.181), thence:  
Between the channel light beacons (lateral) standing at the entrance to the small bay (1°43'·49N 98°47'·35E) in which the main berth lies.  
For vessels bound for the oil berth, marked by a red beacon, the track leads NE, between Pulau Bangke and Pulau Poncan Ketek Lights.

Indonesian Notice 38/467/20

[NP44-No 35-Wk 45/20]

**Indonesia – Sumatera – Teluk Tapanuli –  
Labuhan Angin Port — Harbour**

316

After Paragraph 11.189 1 line 3 *Insert:*

**Labuhan Angin Port**

**11.189a**

- 1 **General information.** Labuhan Angin Port (1°43'·89N 98°44'·13E) is a terminal under development (2020) on the W side of Teluk Tapanuli (11.176).  
**Traffic regulations.** See 11.186.  
**Directions** *(continued from 11.181)*. From a position in the fairway 6 cables SW of Pulau Poncan Ketek Light (11.187), the track leads NNW, then W, in the fairway, passing WSW of Pulau Poncan Ketek Light.  
**Anchorage.** See 11.186.  
**Berth.** A single, solid quay about 140 m in length.

Indonesian Notice 38/467/20

[NP44-No 36-Wk 45/20]

# NP45

## NP45 Mediterranean Pilot Volume 1 (2018 Edition)

### Malta — National regulations; conservation areas

10

After Paragraph 1.50 2 line 6 *Insert*:

#### 3 Conservation areas around wrecks:

The Veterinary and Fisheries Affairs Division (VAFD) has set a number of conservation areas around wrecks. These areas are considered as no stopping areas. Anchoring is allowed to divers' vessels only after pre-notification to the Valletta VTS. Masters of diving support vessels are to ensure that the appropriate signals in accordance with the *International Regulations for Preventing Collisions at Sea* (1972) and the *International Code of Signals* are shown at all times.

- 4 Furthermore, spear fishing and the use of fishing gear such as set bottom lines, trammel nets, gill nets and entangling nets, encircling nets, demersal pots and traps are prohibited in these areas. Only surface fishing is allowed including trolling lines and angling for pelagic fish.

The locations of conservation areas around wrecks are detailed within the geographic chapters.

Maltese Notice 51/19

[NP45-No 57-Wk 33/19]

### Spain - Approaches to Cartagena — Approach and entry

112

Paragraph 2.173 1 lines 1–7 *Replace by*:

**Spare  
2.173**

Spanish Notice 26/231/18

[NP45-No 9-Wk 31/18]

### Spain - Approaches to Cartagena — Regulations; buoyage

112-113

Paragraph 2.178 1 lines 1–6 *Replace by*:

- 1 All vessels over 500 gt must head for the Landfall Point (Punta de Recalada) in position 37°32'00N 1°00'00W. This position, marked by SADA Light Buoy (ODAS), is considered as the End of Passage for reporting purposes.

For further details on reporting see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Tankers with a draught of more than 18 m can berth during daylight hours only.

Entry into Dársena de Cartagena is generally limited to vessels of 300 m or less and maximum draught of 11.25 m. Larger vessels wishing to enter should contact the port authority before arrival.

Spanish Notice 26/231/18

[NP45-No 10-Wk 31/18]

### Spain - Approaches to Cartagena — Regulations; buoyage

112

Paragraph 2.178 1 including existing Section IV Week 31/18 *Replace by*:

- 1 All vessels over 500 gt must head for the Landfall Point (Punta de Recalada) in position 37°32'00N 1°00'00W.

For further details on reporting see *ADMIRALTY List of Radio Signals Volume 6(3)*.

- 2 Tankers with a draught of more than 18 m can berth during daylight hours only.

Entry into Dársena de Cartagena is generally limited to vessels of 300 m or less and maximum draught of 11.25 m. Larger vessels wishing to enter should contact the port authority before arrival.

Spanish Notice 9/73/19

[NP45-No 42-Wk 13/19]

### Spain - Approaches to Cartagena — Directions; buoyage

113

Paragraph 2.184 1-2 *Replace by*:

- 1 **Track.** From a position SE of Cabo Tiñoso (37°32'13N 1°06'51W) (2.129), the track leads NE for about 5½ miles, passing:

- 2 SE of a shoal spit, with a depth of 6.5 m, extending 1½ cables SW of Isla de Las Palomas (37°34'24N 1°02'50W), a rocky islet with a wreck lying 1 cable off its WNW side; a patch, with a depth of 4.4 m, lies a similar distance off the SE side of the islet. Thence: NW of SADA Light Buoy (37°32'00N 1°00'00W) (ODAS), thence:

Paragraph 2.184 3 lines 1–2 *Replace by*:

- 3 SE of La Terrosa (37°34'39N 1°01'08E), a rock connected to the shore N by a spit of sand, thence:

Spanish Notice 26/231/18

[NP45-No 11-Wk 31/18]

### Spain - Approaches to Cartagena — Directions; buoyage

113

Paragraph 2.184 1-2 including existing Section IV Week 31/18 *Replace by*:

- 1 **Track.** From a position SE of Cabo Tiñoso (37°32'13N 1°06'51W) (2.129), the track leads NE for about 5½ miles, passing:

- 2 SE of a shoal spit, with a depth of 6.5 m, extending 1½ cable SW of Isla de Las Palomas (37°34'24N 1°02'50W), a rocky islet with a wreck lying 1 cable off its WNW side; a patch, with a depth of 4.4 m, lies a similar distance off the SE side of the islet. Thence:

Paragraph 2.184 3 line(s) 1–2 including existing Section IV Week 31/18 *Replace by*:

- 3 SE of La Terrosa (37°34'39N 1°01'08E), a rock connected to the shore N by a spit of sand, thence:

Spanish Notice 9/73/19

[NP45-No 43-Wk 13/19]

**Spain - East coast - Valencia —  
Outer anchorage; pilotage; directions**

133

Paragraph 3.37 1-3 including heading *Replace by:*

**Outer anchorages  
3.37**

- 1 **North Anchorage Area.** Designated anchorages centred on 39°26'·71N 0°13'·75W are situated NE of the approach fairways.

**South Anchorage Area.** Designated anchorages centred on 39°23'·65N 0°14'·87W are situated S of the approach fairways.

- 2 **Prohibited area.** A prohibited anchorage area and trawling area lies N of the harbour; it protects submarine cables and a sewage outfall.

**Beaching area.** An emergency beaching area is available S of the port area, about 2½ miles WSW of the pilot boarding position (3.40) in the vicinity of Playa de Pinedo.

Paragraph 3.40 1 line(s) 5 *For* 39°24'·87N 0°16'·98W *Read* 39°25'·19N 0°15'·90W

Paragraph 3.46 1-3 *Replace by:*

- 1 **Main harbour.** From the pilot boarding position (39°25'·19N 0°15'·90W) (3.40), ESE of Nuevo Dique del Este Light (3.47), the track leads W, then NW, for about 2¼ miles through South Channel fairway to the entrance to the harbour, passing:

- 2 Between the head of Nuevo Dique del Este, and the N elbow of the S breakwater (3½ cables SW). A light stands at the elbow. A light buoy (special) is moored on the SW side of the channel ¾ cables NE of the light.

Thence as required for the allocated berth.

- 3 **Outer harbour.** From the pilot boarding position (3.40) ESE of Nuevo Dique del Este Light (3.47), the track leads W, then NW and N, through North Channel fairway for about 2¼ miles to the outer harbour entrance, between the head of the outer breakwater (39°26'·66N 0°17'·53W) and the elbow of the NNE extension of Dique del Este 3 cables W. A wreck (39°26'·41N 0°17'·65W), depth 15·3 m, lies 3 cables SSW of the extremity of the outer breakwater.

Spanish Notice 43/339/19; 43340/19

[NP45-No 66-Wk 48/19]

**Spain - East coast - Castellón — Anchorages**

139

Paragraph 3.81 1 line(s) 3-11 *Replace by:*

...anchorage area with a radius of 7½ cables centred on 39°55'·29N 0°04'·05E, with depths of about 24 to 31 m.

A designated anchorage for vessels carrying non-dangerous cargo is centred on 39°58'·50N 0°04'·32E with depths of about 17 to 27 m.

A designated anchorage for vessels carrying dangerous cargo is centred on 39°58'·56N 0°06'·03E with depths of about 24 to 30 m.

Spanish Notice 48/382/19

[NP45-No 70-Wk 02/20]

**Spain - Cabo de Oropesa to Cabo Tortosa -  
Sant Carles de la Ràpita — Pilotage**

144

Paragraph 3.116 1 line(s) 3-6 *Replace by:*

**Pilotage** is compulsory. The pilot vessel is white with a black **P** on its side and the pilot boards 3 cables S of the fairway buoy (40°34'·38N 0°34'·35E). See also 1.28.

Port of Sant Carles de la Ràpita

[NP45-No 50-Wk 25/19]

**Spain - Barcelona — Traffic regulations**

159

After Paragraph 3.206 2 line 3 *Insert:*

**Traffic regulations  
3.206a**

- 1 **Waiting vessels.** Vessels waiting to enter Barcelona should keep at least 2 miles clear of the N and S landfall buoys (3.205) and report to Barcelona Traffic.

Barcelona Harbour Office

[NP45-No 71-Wk 04/20]

**Spain - East coast - Puerto de Blanes —  
Directions; buoy**

165

Paragraph 3.243 2 line 1 *Replace by:*

- 2 SE of Puerto de Blanes (6¾ cables WSW).

Spanish Notice 19/150/18

[NP45-No 6-Wk 23/18]

**Spain - Islas Baleares - Ibiza and Formentera —  
Marine reserve**

179-180

Paragraph 4.9 *Replace by:*

- 1 **Los Freus Marine Reserve** has been established enclosing a large area between the S end of Isla de Ibiza and the N part of Isla Formentera. On the W side it extends from Punta Jondal (Punta Yondal) (38°51'·34N 1°19'·22E) SSE and SSW to Punta Gabina (38°43'·10N 1°22'·82E), following the general line of the coast. On the E side, it extends from a position close N of Isla Sal Rosa (38°52'·30N 1°24'·38E), to include Islote Malvins del Sur, Islote Malvins del Norte (4.64) and Islotes los Dados (4.63), then SW to a position 4 cables ESE of Islote La Esponja (4.64), then SE and SW, passing close E of Isla Espardell, to the coast close S of Punta Prima (38°43'·67N 1°28'·36E).

- 2 **Integral reserve.** A reserve has been established almost surrounding Isla Espardell (38°47'·75N 1°28'·65E), within the Los Freus Reserve described above.

An additional marine reserve area lies between Ensenedada de Tramontana (4.77) and Punta Single Ma (4.64).



## NP45

- 3 Within the marine reserves, fishing and the removal of marine flora or fauna, is prohibited. Within the integral reserve, anchoring, fishing, diving and the removal of marine flora or fauna is prohibited. The areas may be marked by light buoys (special).

- 4 **Ibiza-Tagomago Marine Reserve** has been established enclosing a large area between the E end of Isla de Ibiza and Isla Tagomago.

**Integral reserve** has been established surrounding Losa Figueras (39°02'·96N 1°37'·22E), within the Ibiza-Tagomago Marine Reserve described above.

See 1.14 for further details.

Spanish Notice 4/31/19

[NP45-No 35-Wk 08/19]

### **Spain - Islas Baleares - Ibiza — Marine reserve**

185

After Paragraph 4.39 2 line 4 *Insert*:

#### **Marine nature reserve**

##### **4.39a**

- 1 **Ibiza-Tagomago Marine Reserve and Integral Reserve.** See 4.9.

Spanish Notice 4/31/19

[NP45-No 36-Wk 08/19]

### **Spain - Islas Baleares - Ibiza — Marine reserve**

189

After Paragraph 4.58 1 line 2 *Insert*:

**Ibiza-Tagomago Marine Reserve and Integral Reserve.** See 4.9.

Spanish Notice 4/31/19

[NP45-No 37-Wk 08/19]

### **Spain - Isla de Ibiza - Ibiza - Isla Grossa — Pilotage**

192

Paragraph 4.68 3 *Replace by*:

- 3 The pilot vessel is painted white with a black letter **P** on both sides.

Pilot boarding place "E" (38°53'·50N 1°28'·40E) is situated 1 mile SE of Isla Grossa. Pilot boarding place "S" (38°52'·80N 1°26'·80E) is situated 6½ cables SSW of Dado Grande. See also 1.28.

**Tug.** A tug is available.

Spanish Notice 48/398/18

[NP45-No 28-Wk 52/18]

### **Spain - Isla de Ibiza - Puerto de Ibiza — Regulations**

192

Paragraph 4.68 3 including existing Section IV Notice Week 52/18 *Replace by*:

- 3 The pilot vessel is painted white with a black letter **P** on both sides.

Pilot boarding place "E" (38°53'·50N 1°28'·40E) is situated 1 mile SE of Isla Grossa. Pilot boarding place "S" (38°52'·80N 1°26'·80E) is situated 6½ cables SSW of Dado Grande. See also 1.28.

**Tugs.** A tug is available.

- 4 **Speed restrictions.** Maximum speed in the outer harbour area in the vicinity of Dique Botafoc is 8 kn, or the minimum required to maintain steerage.

Maximum speed in the inner port area is 6 kn, or the minimum required to maintain steerage.

Spanish Notice 50/18

[NP45-No 29-Wk 02/19]

### **Spain - Islas Baleares - Mallorca - South coast — Marine reserves**

195

Paragraph 4.87 1-2 *Replace by*:

- 1 The Isla Cabrera Archipelago (39°10'·00N 2°58'·00E) (4.96) lies within a Marine-Terrestrial National Park. Navigation, fishing, diving and the collection of flora and fauna is prohibited unless authorised by the Director of the National Park in Palma.

A marine reserve lies between Cabo Blanco (4.93) and Cala Figuera (4.122). An integral marine reserve encompasses Bajo de Ses Orelletes (4.197).

- 2 A marine reserve lies between Isla Dragonera (39°35'·00N 2°19'·00E) and Mallorca.

An integral marine reserve also encompasses Punta de Sas Barbinas and Islote El Toro (4.94).

For further details on restrictions see 1.14 and contact local authorities.

UKHO

[NP45-No 44-Wk 14/19]

### **Spain - South-west coast of Isla de Mallorca - Freu de Cabrera — Buoy**

196

Paragraph 4.93 3 line 1 *Delete*

Spanish Notice 18/143/18

[NP45-No 5-Wk 22/18]

### **Spain - Islas Baleares - Mallorca - Ensenada de Santa Ponça — Anchorage**

199

Paragraph 4.108 6 lines 1-3 *Delete*

Spanish Notice 4/29/19

[NP45-No 38-Wk 08/19]

### **Spain - Mallorca - Palma — Outer anchorages**

205

Paragraph 4.136 1-2 *Replace by*:

- 1 **Dangerous cargo anchorage.** A designated dangerous cargo anchorage is centred on 39°31'·97N 2°39'·87E, with depths from 17 to 30 m, sand and shells.

**Nuclear vessels.** Anchorage A (39°31'·93N 2°39'·93E), lying near the centre of the dangerous cargo anchorage is reserved for nuclear vessels.

- 2 **Non dangerous cargo anchorage,** centred on 39°32'·67N 2°39'·89E, with depths of 12 to 24 m, sand, shells and stone.

**Caution.** Advice from the local authority and certain precautions must be taken to avoid damaging the sea grass ecosystem throughout Bahía de Palma.



- 3 **Prohibited anchorage areas** lie close W and E of the anchorage area. A prohibited anchorage area centred on 39°32'20N 2°40'21E lies within the anchorage areas.

Anchoring and trawling are prohibited in an area on the W side of the approaches to the port. Anchoring is also prohibited within the harbour.

Spanish Notice 44/347/19 [NP45-No 67-Wk 49/19]

**Spain - Islas Baleares - Palma -  
Porto Pi — Wreck**

206

After Paragraph 4.145 1 line 7 *Insert*:

**Caution.** A dangerous wreck lies close off the SW end of the berth.

Spanish Notice 46/364/19 [NP45-No 69-Wk 52/19]

**Spain - Islas Baleares - Mallorca -  
Puerto de Sóller — Wreck**

208

Paragraph 4.160 1 line(s) 4 *Replace by*:

The bottom is mostly sand...

Paragraph 4.160 2 line(s) 6 *Replace by*:

...extends NW then N from the head of the bay. A wreck (39°47'64N 02°41'61E) lies SE of Dique Este, marked by a light buoy (special).

Spanish Notice 7/20 [NP45-No 78-Wk 12/20]

**Spain - Islas Baleares - Mallorca -  
Puerto de Sóller — Wreck; buoyage**

208

Paragraph 4.160 1-2 including existing Section IV Notice Week 12/20 *Replace by*:

- 1 **Anchorage** of a temporary nature can be obtained in good weather in summer, close S of Dique Este, in depths between 11.0 and 12.8 m.

The bottom is mostly sand although there are some large patches of weed, and near the moles the bottom is mud.

- 2 The holding ground is fairly good, but secure anchorage can be obtained only by small vessels of moderate draught in the NW part of the harbour.

**Caution** must be exercised because a heavy swell sometimes enters the harbour. A submarine pipeline extends NW then N from the head of the bay.

Spanish Notice 20/158(T)/20 [NP45-No 83-Wk 24/20]

**Spain - Isla de Menorca - Isla del Aire —  
Marine reserve**

223

After Paragraph 4.245 1 line 3 *Insert*:

**Marine reserve**

4.245a

- 1 A marine reserve encompasses the waters of Isla del Aire and the SE extremity of Isla de Menorca, between Punta Rafelet (4.250) and Cala de Binibeca (4.264). Mariners should contact the local authorities for details on restrictions.

Spanish Notices 18/162;163/19

[NP45-No 48-Wk 22/19]

**Spain - Isla de Menorca -  
East coast — Anchorage**

224

Paragraph 4.249 2 lines 10-11 *Replace by*:

...extremity of the island.

Spanish Notice 42/352/18

[NP45-No 24-Wk 47/18]

**Spain - Islas Baleares - Isla de Menorca -  
Mahón — Submarine cables; pipelines**

225

Paragraph 4.253 2 line(s) 2 *Replace by*:

...almost anywhere, the greatest area...

Paragraph 4.253 3 line(s) 3 *Replace by*:

...power cables laid across the channel. A submarine power cable is also laid across the channel between Isla del Rey (4.255) and Punta de Villacros (4.255).

Pipelines lie in the channel between Isla Quarantena (4.255) and Isla del Llatzeret (4.255), and between Isla del Llatzeret and Cala Padera (39°52'55N 4°17'82E), a small inlet.

Spanish Notice 23/205/19

[NP45-No 51-Wk 28/19]

**Spain - Isla de Menorca -  
East coast — Anchorage**

226

Paragraph 4.258 including heading *Replace by*:

**Spare**

4.258

Spanish Notice 42/352/18

[NP45-No 25-Wk 47/18]

**Spain - Isla de Menorca - Isla del Aire —  
Marine reserve**

226

After Paragraph 4.261 1 line 1 *Insert*:

**Marine reserve**

4.261a

- 1 See 4.245a.

Spanish Notices 18/162;163/19

[NP45-No 49-Wk 22/19]

# NP45

## Spain – Isla de Menorca – South coast — Anchorage

227

Paragraph 4.266 including heading *Replace by*:

### **Spare 4.266**

Spanish Notice 42/352/18 [NP45-No 26-Wk 47/18]

## Morocco - Al Hoceïma — Pilotage

239

Paragraph 5.48 2 lines 5–6 *Replace by*:

...arrival and boards in position 35°14'·90N 3°54'·60W. See also 1.28.

French Notice 42/18 [NP45-No 23-Wk 46/18]

## Morocco - Al Hoceïma — Directions; leading lights

239

Paragraph 5.50 1 lines 1–10 *Delete*

Paragraph 5.50 3 lines 1–2 *Replace by*:

- 3 From the Pilot Station (35°14'·90N 3°54'·60W) the approach heads SSW and then turns onto the alignment (330°) of the above lights to lead into the harbour, passing:

Spanish Notice 46/384/18 [NP45-No 27-Wk 50/18]

## Morocco - North coast - Baie Betoya - Anse d'Azanen — Prohibited area

240

After Paragraph 5.55 3 *Insert*:

### **Prohibited area 5.55a**

- 1 A prohibited area is situated in Anse d'Azanen (5.62). The prohibited area occupies most of Anse d'Azanen, including the approaches to the development of a new port, West Nador Med (5.62).

French Notice 24/150/19 [NP45-No 52-Wk 28/19]

## Morocco - North coast - Baie Betoya - Anse d'Azanen — Prohibited area; development

241

Paragraph 5.62 4 lines 1–6 *Replace by*:

- 4 **Prohibited area.** See 5.55a.  
**Development.** There are works in progress (2017), in an area centred on 35°15'·43N 3°10'·11W to construct the port of West Nador Med. Once complete, the port will be protected by two breakwaters, the larger of which will be 7500 m in length. It is planned to have two basins, 7300 m of container quays, five tanker berths and RoRo berths.

French Notice 24/150/19 [NP45-No 53-Wk 28/19]

## Algeria - Port de Mers-el-Kébir — Arrival information; Outer anchorage; restricted area

256-257

Paragraph 6.48 1 line 1 *Replace by*:

- 1 **Outer anchorage** may be authorised by the naval authorities in depths of 35...

After Paragraph 6.48 2 line 6 *Insert*:

- 3 **Restricted area.** Anchoring, fishing and any unauthorised underwater activity are prohibited within an area encompassing the approaches to Mers-el-Kébir.

French Notice 28/146/20 [NP45-No 87-Wk 33/20]

## Algeria - Golfo d'Arzew to Cap Ténès - Pointe Rouge — Directions; obstruction

264

After Paragraph 6.106 2 line 10 *Insert*:

Clear of an obstruction (36°32'·80N 1°07'·49E), thence:

Algerian Notice 06/01/18 [NP45-No 2-Wk 15/18]

## Algeria - Port de Ténès — Outer anchorage; direction; depths

265

Paragraph 6.109 1 lines 1–5 *Replace by*:

- 1 **Notice of ETA required:** 24 hours.  
**Outer anchorage** in summer can be obtained about 5 cables WSW of the W end of the detached breakwater, in depths of 25 to 30 m, mud and sand, good holding, clear of the charted wrecks in the area.

French Notice 40/D6 4.6.4.3/18 [NP45-No 18-Wk 43/18]

## Algeria - Alger — Directions; light

266

Paragraph 6.119 9 lines 2–4 *Delete*

Algerian Notice 22/01/18 [NP45-No 30-Wk 04/19]

## Algeria - Alger — Directions; light

271

Paragraph 6.147 4 lines 3–4 *Delete*

Algerian Notice 22/01/18 [NP45-No 31-Wk 04/19]

## Algeria - Alger — Light

272

Paragraph 6.156 1 line 5 *For* (6.119) *Read* (6.167)

Algerian Notice 22/01/18 [NP45-No 32-Wk 04/19]

**Algeria - Alger —  
Anchorages; submarine cables**

272

Paragraph 6.156 1-3 including existing Section IV Notice Week 04/19 *Replace by:*

- 1 **No 1 Anchorage** (36°48'00N 3°04'80E) lies to the N of Alger and extends from the shore with depths of 15 to 77 m, mud and rock. Two dangerous wrecks lie close N of Jetée Kheir Eddine (6.167) and a wreck lies 1 mile ENE of Roche M'Tahen (6.148). A submarine cable is laid across the NE corner of the anchorage.
- 2 **No 2 Anchorage** (36°46'80N 3°07'30E) lies 2½ miles E of Alger, with depths from 16 to 80 m, mud. A wreck lies in the S part of the area and a submarine cable is laid across the E part of the anchorage. The E extremity of the anchorage lies in a military firing exercise area (6.144).
- 3 **No 3 Anchorage** (36°46'25N 3°04'55E) lies in the waters immediately to the E of Alger. It affords depths of 15 to 31 m, mud. A rocky patch (36°46'45N 3°04'32E) with a depth of 16.9 m lies in the NW part of the area.
- 4 **No 4 Anchorage** (36°47'00N 3°12'65E) lies in the E of the bay. The anchorage affords depths of 14 to 25 m, sand and mud.

French Notice 05/146/20 [NP45-No 76-Wk 10/20]

**Algeria - Alger — Directions; light**

273

Paragraph 6.167 3 *Replace by:*

- 3 ESE of Jetée Kheir Eddine Light (white round tower, 16 m in height) (36°46'62N 3°04'68E).

*After Paragraph 6.167 6 line 5 Insert:*

- 7 **Useful marks:**  
 Jetée Kheir Eddine Spur Light (white truncated tower, 8 m in height) (36°46'77N 3°04'30E) exhibited from the head of Musoir Nord, a spur extending a short distance SW from the mid-point of Jetée Kheir Eddine.  
 Jetée du Vieux Port Light (white tower, 7 m in height) (36°46'69N 3°04'23E) exhibited from the N head of Jetée du Vieux Port.

Algerian Notice 22/01/18 [NP45-No 33-Wk 04/19]

**Algeria - Cap Carbon to Cap Bougaroun -  
Djen- Djen — Directions; major lights**

279

Paragraph 6.202 5 lines 4-8 *Replace by:*

Djen-Djen N Breakwater Light (36°50'14N 5°54'25E).

Cap Bougaroun Light (white octagonal tower, 10 m in height) (37°05'19N 6°28'03E) exhibited from the point (6.205).

Algeria Notice 23/04/18 [NP45-No 34-Wk 04/19]

**Algeria - Cap Carbon to Cap Bougaroun -  
Djen- Djen — Directions; major light**

279

Paragraph 6.202 5 lines 4-6 including existing Section IV Notice Week 08/19 *Replace by:*

Djen-Djen N Breakwater Light (36°50'14N 5°54'25E).

Cap Bougaroun Light (white octagonal tower, 10 m in height) (37°05'19N 6°28'03E) exhibited from the point (6.205).

Algerian Notice 23/04/18 [NP45-No 39-Wk 12/19]

**Algeria - Skikda and  
Port Méthanier — Anchorages**

287

Paragraph 6.259 *Replace by:*

- 1 **Golfe de Stora** affords good protection from W but not NW winds. In bad weather heavy seas set into the bay.

An unspecified anchorage has been established, defined by the following positions:

36°56'27N 6°54'06E

36°56'27N 6°56'82E

36°54'31N 6°56'82E

36°54'31N 6°54'06E.

- 2 **Small vessels** can obtain anchorage off the breakwater at Stora, 1 mile NW of Skikda, clear of the prohibited anchorage area.

**Prohibited anchorage.** In order to protect a submarine cable, a prohibited anchorage area extends NE from Baie de Stora (36°54'17N 6°53'10E) (6.273).

Algerian Chart 1212/15 [NP45-No 1-Wk 15/18]

**Algeria - Golfe de Stora - Skikda and  
Port Méthanier — Anchorages**

287

Paragraph 6.259 1 & 2 including existing Section IV Notice week 15/18 *Replace by:*

- 1 **Golfe de Stora** affords good protection from W but not NW winds. In bad weather heavy seas set into the bay.

An anchorage area exists, centred on 36°55'30N 6°55'45E, with depths from 35 to 76 m, sand and mud. The SE part of the anchorage is reserved for tankers. A wreck (36°55'33N 6°54'66E), position approximate, lies in the W part of the anchorage.

**Small vessels** can obtain anchorage off the breakwater at Stora, about 9 cables NW of Skikda.

BA Chart 855 [NP45-No 15-Wk 34/18]

**Algeria - Golfe de Stora - Stora —  
Prohibited anchorage**

288

Paragraph 6.273 1 line 9 *Replace by:*

**Anchorage.** See 6.259.

BA Chart 855 [NP45-No 16-Wk 34/18]

# NP45

## Algeria - Annaba — Directions; wreck

291

Paragraph 6.297 1 line(s) 6-7 *Replace by:*

...2 miles S. Thence:  
NNW of a dangerous wreck (36°54'·30N 7°50'·50E),  
thence:

Algerian Notice 15/02/19 [NP45-No 63-Wk 43/19]

## Algeria - Golfe D'Annaba - Annaba to Ras Rosa — Directions; wreck

291

Paragraph 6.297 1 lines 6-7 including existing Section IV  
Notice Week 43/19 *Replace by:*

...2 miles S. Thence:  
NNW of a dangerous wreck (36°54'·45N 7°50'·73E),  
thence:

Algerian Notice 23/2/19 [NP45-No 72-Wk 08/20]

## Algeria - Annaba — Outer anchorage; controlling depths

291

Paragraph 6.299 lines 1-2 *Replace by:*

- 1 **Controlling depths.** The approach channel is reported to be dredged to 15.0 m (2015) and the entrance, 245 m in width, to 14.5 m (2016).  
**Local weather.** During NE gales, which are rare, heavy seas are experienced off the harbour entrance.

French Notice 40/D6 5.8.5/18 [NP45-No 19-Wk 43/18]

## Tunisia - Golfe de Tunis - Djamour el Kébir — Prohibited area

299

Paragraph 7.29 1 lines 4-7 *Replace by:*

An area within which fishing and anchoring are prohibited surrounds the islands of Djamour el Kébir (37°07'·75N 10°48'·09E) and Djamour es Srir (7.33). Landing on the islands is also prohibited.

Tunisian Notice 11/01/18 [NP45-No 8-Wk 28/18]

## Tunisia - Golfe de Tunis - Ra's Sidi Ali el Mekki — Prohibited anchorage

300

*After* Paragraph 7.36 1 line 3 *Insert:*

Anchorage is also prohibited in an area (37°11'·77N 10°15'·46E) N of Ra's Sidi Ali el Mekki (7.39).

ENC TN317510 [NP45-No 73-Wk 09/20]

## Tunisia - Bizerte — Obstruction

302

Paragraph 7.49 1 line(s) 5 *Replace by:*

...a wreck charted about 2½ cables SW. An obstruction is reported (2019) to lie in the vicinity of 37°17'·65N 9°58'·10E.

H102 MV *Blue Gate* [NP45-No 47-Wk 22/19]

## Tunisia - Golfe de Tunis - Ra's Sidi Ali el Mekki — Prohibited anchorage

306

*After* Paragraph 7.74 9 line 3 *Insert:*

### Prohibited anchorage 7.74a

1 Anchorage is prohibited in an area (37°10'·24N 10°16'·14E) WSW of Ra's Sidi Ali el Mekki (7.39).

ENC TN317510 [NP45-No 74-Wk 09/20]

## Tunisia - Golfe de Tunis - Ra's Sidi Ali el Mekki — Anchorage

307

Paragraph 7.80 including heading *Replace by:*

### Spare 7.80

ENC TN317510 [NP45-No 75-Wk 09/20]

## Tunisia - Cap Bon to Cap Afrique - Sousse — Traffic regulations

312

*After* Paragraph 7.119 1 line 4 *Insert:*

- 2 **Restricted area.** Anchoring and fishing are prohibited on account of submarine pipelines within two areas centred on 35°51'·70N 10°37'·38E and 35°50'·05N 10°38'·80E.

French Notice 31/130/18 [NP45-No 17-Wk 35/18]

## Tunisia - Gulf of Gabès — Directions; wreck

326

Paragraph 7.207 3 lines 5-6 *Replace by:*

Clear of a dangerous wreck (34°19'·00N 10°27'·00E), position approximate, thence:

Correspondence Hydrolant 1823/18(52)  
[NP45-No 7-Wk 28/18]

## Tunisia - Gulf of Gabès - La Skhirra — Directions; light

326

*After* Paragraph 7.206 3 line 6 *Insert:*

La Skhirra Light (34°17'·30N 10°05'·60E) lies 3.3 miles WSW of Oil Terminal Jetty.

French Notice 28/126/18 [NP45-No 12-Wk 32/18]



**Italy - Sicilian Channel - Isola di Pantelleria -  
Porto di Pantelleria — Depths**

335

Paragraph 8.21 1 line 1 *Replace by:*

- 1 **Controlling depth.** Least charted depth in the entrance channel is about 6 m; lesser depths exist on its margins. Local authorities should be contacted for the latest information.

Italian Chart 254

[NP45-No 88-Wk 39/20]

**Italy - Sicilian Channel - Isola di Pantelleria -  
Porto di Pantelleria — Arrival information;  
prohibited anchorage and fishing area**

335

*After Paragraph 8.22 3 line(s) 7 Insert:*

Entry is prohibited into an area, radius 200 m, centred on 36°50'·36N 11°56'·82E, due to unexploded ordnance.

Italian Notice 5/5.4/2019

[NP45-No 40-Wk 13/19]

**Italy - Sicilian Channel - Isola di Pantelleria -  
Porto di Pantelleria — Prohibited area**

335

Paragraph 8.22 3-4 including existing Section IV Notice Week 13/19 *Replace by:*

- 3 **Prohibited areas.** In order to protect submarine cables a prohibited area has been established N of the port.

Anchoring except at anchor berth A2, fishing, stopping and any other activity are prohibited within a semi-circular area of 1000 m radius centred on the head of Diga Foranea.

- 4 Anchoring, fishing and any underwater activity are also prohibited within an area (36°49'·72N 11°55'·41E) surrounding a submarine pipeline.

Entry is prohibited into an area, radius 200 m, centred on 36°50'·36N 11°56'·82E, due to unexploded ordnance.

- 5 **Pilotage** is available.

**Local knowledge** is recommended.

**Regulations concerning entry.** Entry to Porto Vecchio (Old Port) is permitted only by day and in good weather.

Italian Chart 254

[NP45-No 89-Wk 39/20]

**Italy - Sicilian Channel - Isola di Pantelleria -  
Porto di Pantelleria — Current**

335

*After Paragraph 8.23 1 line 3 Insert:*

**Current.** Vessels entering the port should exercise great caution to avoid being set inshore towards Secca San Leonardo by a SE current which can attain a rate of 3 kn.

Italian Portolano P6 Ed 2015

[NP45-No 90-Wk 39/20]

**Malta - North coast -  
Sikka il Bajda — Anchorage**

342

*After Paragraph 8.71 1 line 9 Insert:*

- 2 Anchoring is prohibited within an area (36°00'·30N 14°26'·00E) centred on a marine farm lying on the NE limit of Bunkering Area 1 (8.90).

Maltese ENC MT300194

[NP45-No 61-Wk 37/19]

**Malta - Marsaxlokk -  
East of Il-Ponta ta' Delimara —  
Prohibited anchorage; obstruction**

342

Paragraph 8.71 1 including existing Section IV Notice Week 37/19 *Replace by:*

- 1 A prohibited anchoring and fishing area extends SE from Il-Ponta ta' San Ġorġ to Ras il-Ġebel, 4 miles SE.

Anchoring and fishing are also prohibited within the limits of Valletta and Marsaxlokk Port Control.

Artificial reefs are laid about 5 cables E and ENE from Il-Ponta ta' San Ġorġ (35°55'·74N 14°29'·56E) and about 3½ cables NE and ¾ cables ENE from Il-Ponta ta' San Ġiljan (35°55'·13N 14°29'·93E).

- 2 Anchoring is prohibited within an area (36°00'·30N 14°26'·00E) centred on a marine farm lying on the NE limit of Bunkering Area 1 (8.90).

Anchoring is prohibited within an area centred on an obstruction (35°49'·10N 14°35'·60E) lying in the S part of Bunkering Area 4 (8.90).

ENC MT300194

[NP45-No 80-Wk 19/20]

**Malta - North-east coast —  
Conservation areas around wrecks**

342

*After Paragraph 8.72 2 line 7 Insert:*

- 3 Conservation areas around wrecks are located as follows:

Within 100 m of a wreck (35°59'·18N 14°23'·70E) which lies 9½ cables E of Dahlet ix-Xilep;

Within 100 m of a wreck (35°58'·94N 14°26'·80E) which lies 1½ miles NNE of Il-Ponta tal-Qawra (8.77);

Within an area close NE of Il-Ponta tal-Qawra, centred on 35°57'·83N 14°26'·04E;

- 4 Within 250 m of a wrecked aircraft (35°58'·48N 14°27'·98E) which lies about 2 miles ENE of Il-Ponta tal-Qawra (8.77);

Within 100 m of a wreck (35°58'·68N 14°28'·73E) which lies 2½ miles NE of Il-Ponta tal-Qawra;

Within 100 m of a wreck (35°58'·74N 14°29'·61E) which lies ¾ miles NE of Il-Ponta tal-Qawra;

- 5 Within 100 m of a wreck (35°56'·97N 14°30'·47E) which lies 1½ miles NNE of Il-Ponta ta' San Ġorġ (8.77);

Within an area 5 cables ESE of Il-Ponta ta' San Ġorġ;

Within 250 m of an aircraft wreck (35°56'·10N 14°30'·65E) which lies about 1 mile ENE of Il-Ponta ta' San Ġorġ (8.77).

Maltese Notice 51/19

[NP45-No 58-Wk 33/19]

# NP45

## Malta - Approaches to Valletta Harbour — Conservation areas around wrecks

345

Paragraph 8.90 1 line(s) 6 *Replace by:*

...taż-onqor (35°52'·03N 14°34'·50E). Two conservation areas (8.109), which protect historic wrecks, lie within the anchorage.

Maltese Notice 51/19

[NP45-No 59-Wk 33/19]

## Malta - Marsaxlokk - East of Il-Ponta ta' Delimara — Prohibited anchorage; obstruction

346

Paragraph 8.90 2 line(s) 7-8 *Replace by:*

Bunkering Area 4: 1½ miles E from Il-Ponta ta' Delimara (35°49'·20N 14°33'·74E). A prohibited anchorage area around an obstruction (8.71) exists in the S part of the area.

ENC MT300194

[NP45-No 81-Wk 19/20]

## Malta - Il-Belt Valletta - Il-Port ta' Marsamxett — Directions

349-350

Paragraph 8.104 1-6 *Replace by:*

### 1 Landmarks:

Two towers, aligned N/S ½ cable apart, behind Saint Luke's Hospital (35°53'·65N 14°29'·73E).

Chimney ½ cable NNW of the hospital.

For other landmarks in the city of Il-Belt Valletta, see 8.96.

### Major light:

Grand Harbour Light (35°54'·16N 14°31'·14E) (8.74).

### 2 Track.

From a position SE of Dragut Shoal (35°54'·56N 14°31'·20E) (8.78), the track leads 1 mile WSW, passing:

SSE of shoal water fringing Il-Ponta ta' Dragut (35°54'·42N 14°30'·91E) and Il-Ponta ta' Tighe (35°54'·37N 14°30'·88E), and:

NNW of Il-Fossa (35°54'·15N 14°30'·93E), a shallow bay W of Il-Fortizza Sant' Jiermu (8.97), thence:

### 3 SSE of the unnamed E extremity of Il-Gżira ta' Forti Manoel

(35°54'·22N 14°30'·17E), an island connected to the mainland by a shoal flat spanned by a bridge. Il-Fortizza Manoel and the disused Manoel Hospital stand on the island which separates Id-Dahla ta' tas-Sliema from Id-Dahla ta' L-Azzarett. Thence:

### 4 NNW of a shoal spit

(35°54'·03N 14°30'·48E), with a least charted depth of 4 m; a fuelling barge moored between two buoys lies ½ cable WSW.

The track then leads SW to the entrance to Id-Dahla ta' L-Imsida (8.105), passing:

Clear of a light buoy (special) (35°53'·92N 14°30'·13E), thence:

5

SE of a small marina of two pontoons (seasonal) off Il-Ponta ta' L-Imsida (35°53'·85N 14°30'·01E).

The track then continues to a position S of the head of a breakwater extending S from Il-Ponta ta' L-Imsida; a light stands at the head of the breakwater. Msida and Ta' Xbiex Marinas lie on the W side of the breakwater in Id-Dahla ta' L-Imsida; the Royal Malta Yacht Club is located at the root of the breakwater.

Maltese Notice 58/19

[NP45-No 62-Wk 38/19]

## Malta - East coast — Conservation areas around wrecks

350

Paragraph 8.109 including heading *Replace by:*

### Prohibited areas

#### 8.109

1 See 8.71.

Conservation areas are located within 500 m of the following:

Wreck (35°55'·54N 14°33'·92E) which lies about 2½ miles ENE of Grand Harbour Light (8.74);

Wreck (35°54'·29N 14°32'·86E) which lies about 1½ miles E of Grand Harbour Light (8.74);

2 Wreck (35°54'·39N 14°33'·37E) which lies about 1¾ miles E of Grand Harbour Light (8.74);

Wreck (35°54'·19N 14°36'·47E) which lies about 2¾ miles NE of Il-Ponta taż-Żonqor (8.112);

Wreck (35°53'·29N 14°38'·48E) which lies about 3½ miles ENE of Il-Ponta taż-Żonqor (8.112);

3 Wreck (35°52'·43N 14°35'·84E) which lies about 1 mile ENE of Il-Ponta taż-Żonqor (8.112);

Wreck (35°52'·35N 14°35'·86E) which lies about 1 mile ENE of Il-Ponta taż-Żonqor (8.112);

Wreck (35°51'·47N 14°36'·30E) which lies about 1½ miles ESE of Il-Ponta taż-Żonqor (8.112);

4 Wreck (35°51'·45N 14°36'·39E) which lies about 1¾ miles ESE of Il-Ponta taż-Żonqor (8.112);

Wreck (35°53'·64N 14°42'·61E) which lies about 2 miles W of Hurd Bank (8.60);

Wreck (35°47'·46N 14°35'·46E) which lies about 2¼ miles SE of Il-Ponta ta' Delimara (8.112).

5 A conservation area is centred on 35°50'·10N 14°34'·47E, which lies 3½ cables SSE of Xorb il-Għagin (8.112).

For further details on conservation areas around wrecks, see 1.50.

Maltese Notice 51/19

[NP45-No 60-Wk 33/19]

## Sicilia - West coast - Mazara del Vallo — Directions

373

Paragraph 9.77 4 lines 1-8 *Replace by:*

4 **Track.** From a position about 2 miles S of the head of Nuovo Molo di Ponente, the track leads generally N towards the harbour entrance, passing:

Clear of a dangerous wreck (37°38'·10N 12°35'·40E), thence:

E and then NE of the head of Nuovo Molo di Ponente.

**Caution.** Several stranded and underwater wrecks are located within the harbour.

Italian Notice 12/15/20

[NP45-No 84-Wk 28/20]

**Italy - Tyrrhenian Sea - North coast of Sicily -  
Capo Rasocolmo — Prohibited areas**

**402**

After Paragraph 10.111 3 line(s) 3 *Insert*:

Anchoring, fishing and all underwater activity are prohibited within a 200 m radius of a wreck that lies in position 38°18'10N 15°33'19E, about 1½ miles ENE of Capo Rasocolmo Lighthouse (10.114).

Italian Notice 8/8.14/19

**[NP45-No 45-Wk 20/19]**

**Sicily - North coast - Capo Peloro —  
Wrecks; prohibited areas**

**402**

Paragraph 10.111 3-4 including existing Section IV Notice Week 20/19 *Replace by*:

- 3 A prohibited anchorage area extends in a semicircle of radius 1.7 miles centred on Capo Rasocolmo Lighthouse (10.114) to the 10 m depth contour.

Anchoring, fishing and all underwater activities are prohibited within a 200 m radius of a wreck that lies in position 38°18'10N 15°33'19E, about 1½ miles ENE of Capo Rasocolmo Lighthouse (10.114).

- 4 Anchoring, fishing, and all underwater activities are prohibited within a 200 m radius of a wreck that lies in position 38°16'59N 15°38'83E3, 6 cables ENE of Punta Mazzone (38°16'34N 15°38'12E).

Anchoring, fishing, and all underwater activities are prohibited within a 100 m radius of a historic wreck that lies in position 38°16'46N 15°37'72E, about 3½ cables WNW of Punta Mazzone.

Italian Notices 20/10/19 & 20/26/19

**[NP45-No 64-Wk 44/19]**

**Sicily - North coast - Capo di Milazzo —  
Marine Reserve**

**402**

After Paragraph 10.112 1 line(s) 6 *Insert*:

- 2 Capo Milazzo Marine Reserve (38°16'30N 15°14'15E) has been established in the waters W, N and E of Capo di Milazzo (10.117). Activities that could alter the environment are not permitted within this area. The area is divided into zones that are subject to different environmental protection regimes:

**Zone A** is subject to full reserve regime. Rescue operations and activities authorised by the managing body are permitted.

- 3 **Zone B** is subject to general reserve regime. Access is permitted to sailing vessels, rowing boats or vessels with electric propulsion. Access is permitted to leisure vessels equipped with tanks for the collection of liquid sewage or equipped with motor in line with *Directive 2003/44/EC* or Annexes IV and VI of *MARPOL 73/78*. Navigation is permitted, exclusively in displacement mode, at a speed not exceeding 5 kn within 300 m of the coast, and at a speed not exceeding 10 kn between 300 and 600 m from the coast. Anchoring is authorised as indicated by the managing body. Approaching within 100 m of marine mammals is not allowed and in the event that cetaceans should approach the vessels voluntarily, the latter are required to maintain a constant speed not exceeding 5 kn and to follow a steady course.

4

**Zone C** is subject to partial reserve regime. Access is permitted to leisure vessels equipped with tanks for the collection of liquid sewage or equipped with motor in line with *Directive 2003/44/EC* or Annexes IV and VI of *MARPOL 73/78*.

For further details contact the local authorities. See 1.14.

Italian Notice 8/8.9; 8.42/19

**[NP45-No 46-Wk 20/19]**

**Sicily - North coast -  
Capo d'Orlando — Anchorage**

**404**

After Paragraph 10.119 6 line 5 *Insert*:

- 7 **Anchorage** may be obtained for cruise and recreation vessels up to 5 m in draught as follows:  
N1 (38°09'88N 14°46'27E), 300 m in radius.  
N2 (38°09'72N 14°46'80E), 300 m in radius.

Italian Notices 20/11/19 & 20/24/19

**[NP45-No 65-Wk 44/19]**

**Sicily - North coast - Porto Di Milazzo —  
Prohibited area**

**406**

After Paragraph 10.139 2 line 8 *Insert*:

- 3 **Entry is prohibited** to an area centred on 38°13'24N 15°19'35E.

Italian Notice 15/15.12/18

**[NP45-No 13-Wk 34/18]**

**Sicily - North coast - Porto Di Milazzo —  
Prohibited areas**

**406**

Paragraph 10.139 2 line(s) 7-8 including Existing Section IV Notice Week 34/18 *Replace by*:

**Entry is prohibited** in an area centred on 38°13'24N 15°19'35E.

**Entry is prohibited** in an area, in which lies an obstruction, centred on 38°15'37N 15°25'72E.

**Entry is prohibited** within 5 cables from the oil refinery jetties (38°12'74N 15°16'20E) (10.148).

Italian Notice 14/14.17/19

**[NP45-No 54-Wk 32/19]**

**Sicily - North coast - Porto Di Milazzo —  
Prohibited area**

**406**

Paragraph 10.139 2 including existing Section IV Notice Week 32/19 *Replace by*:

- 2 **Prohibited anchorage areas** lie centred on the heads of water intake pipelines, 6¼ cables and 8 cables ESE of the head of Pontile di Levante.

Anchorage is also prohibited in an area centred on 38°13'03N 15°17'07E due to foul ground, and within ¾ cable ESE of the harbour entrance.

**Entry is prohibited** in an area centred on 38°13'24N 15°19'35E.



# NP45

- 3 **Entry is prohibited** within an area, in which lies an obstruction, centred on 38°15'37N 15°25'72E.  
**Entry is prohibited** within 5 cables of the oil refinery jetties (38°12'74N 15°16'20E) (10.148).

Italian Notice 03/06/20 [NP45-No 77-Wk 11/20]

## Sicilia - North coast - Porto Di Milazzo — Regulations

407

Paragraph 10.141 2 line(s) 7 *Replace by:*

...permitted for manoeuvring, not exceeding 6 kn within the port.  
 Keep a minimum distance of 2 cables from any vessel at anchor.

Italian Notices 14/14.17/19; 14/14.18/19  
 [NP45-No 55-Wk 32/19]

## Sicilia - North coast - Porto Di Milazzo — Directions; prohibited area

408

Paragraph 10.146 3 *Replace by:*

- 3 NNW of a prohibited area (about 3½ miles E) (10.139), thence:

Italian Notice 15/15.12/18 [NP45-No 14-Wk 34/18]

## Italy - Stretto di Messina - Porto di Villa San Giovanni — Arrival information

439

Paragraph 12.31 1 including heading *Replace by:*

### Arrival information 12.31

- 1 **Prohibited area.** Anchoring and fishing are prohibited within the vicinity of the port.  
**Regulations concerning entry.** Harbour regulations for Porto di Villa San Giovanni are the same as those for Porto di Reggio Calabria (12.38).

Italian Chart 145/19 [NP45-No 56-Wk 32/19]

## Italy – Porto di Augusta — Directions; wreck

460

Paragraph 13.65 3 line 5 *Replace by:*

...blocks. A dangerous wreck lies ¾ cable SSW from the head of the N breakwater.

Italian Notice 3/9/18 [NP45-No 3-Wk 17/18]

## Italy - Sicilia – South-east coast – Santa Panagia Oil Terminal — Prohibited areas; pipeline

465

Paragraph 13.94 1 line(s) 8-11 *Replace by:*

Entry is prohibited into an area surrounding a gas pipeline, marked by a light buoy (special) (37°07'47N 15°14'92E).

Italian Notice 5/5.6/2019 [NP45-No 41-Wk 13/19]

## Italy - Porto Nuovo — Directions; chimney

489

Paragraph 14.87 1 lines 1-5 *Replace by:*

- 1 Vessels approaching from N should head for the platforms, which are clearly visible, remaining about 1½ miles from them, then approach the entrance holding to starboard as necessary.

Italian Notice 9/9.9/20 [NP45-No 82-Wk 22/20]

## Italy - South-east coast - Golfo di Taranto — Prohibited areas

491

Paragraph 14.98 1-2 *Replace by:*

- 1 **Entry is prohibited** to an area (39°37'38N 16°43'10E) centred on a marine farm.  
**Trawling is prohibited** in a rectangular area centred on 39°49'50N 16°41'60E, about 3 miles SW of Banco di Amendolara (14.103).  
 2 **Entry is prohibited** to an area, 5 cables radius, centred on 40°25'72N 16°57'65E.

ENC IT300026 & IT300027 [NP45-No 20-Wk 45/18]

## Italy - South-east coast - Golfo di Taranto — Directions; prohibited area; obstructions

492

Paragraph 14.104 1-8 *Replace by:*

- 1 From a position about 5 miles NE of Capo Trionto the track leads W, passing:  
 N of the marine farm (39°37'38N 16°43'10E) marked by a light buoy (special) and the associated prohibited area, thence:  
 2 N of artificial concrete structures (39°37'38N 16°41'95E), placed inshore near Zolfara (not charted), to discourage illegal fishing, thence:  
 N of Sant'Angelo di Rossano (14.109).  
 3 The track then continues N, passing:  
 E of Porto di Corigliano Calabro (14.111). A number of marine farms marked by light buoys (special) lies NE of the port. Thence:  
 4 E of Punta Coscio (39°43'20N 16°31'68E), where Fiume Crati flows into the sea. The river mouth, 30 m wide with depths of 1-8 to 3 m, is divided into two channels by a small island. After heavy rain, the water off the mouth of this river is discoloured for about 1 mile seaward. The coast in the vicinity of the point is flat and covered with thick vegetation.  
 5 The track then continues NE, passing:  
 SE of the Porto di Corigliano Calabro designated outer anchorages (14.111), thence:  
 SE of an extensive area of obstructions (39°55'70N 16°38'00E) lying between Capo Spulico and Torre Albidona. A fish farm marked by light buoys (special), lies within the obstruction area.  
 Thence the track leads to a position 6 miles ENE of Capo Spulico and rejoins the coastal route.

Italian Notice 21/21.11/18 [NP45-No 21-Wk 45/18]



**Italy - Golfo di Taranto -  
Capo Spulico — Anchorage; caution**

495

Paragraph 14.115 3 lines 3-5 *Replace by:*

...Spulico. The bottom is mud.

**Caution.** An extensive area of obstructions lies between Capo Spulico and Torre Albidona (14.105). A fish farm marked by light buoys (special) is located within the area above, about 2 miles SSE of Capo Spulico.

Italian Notice 21/21.11/18 [NP45-No 22-Wk 45/18]

**Italy - Golfo di Taranto -  
Taranto — Prohibited area**

498

Paragraph 14.134 5 lines 1-3 *Replace by:*

Entry is prohibited to an area (40°29'·74N 17°09'·90E) which lies SE of Jetty No 5 (V Sporgente).

Italian Notice 23/23.11/19 [NP45-No 68-Wk 50/19]

**Italy - Golfo di Taranto -  
Taranto — Prohibited area**

498

Paragraph 14.134 5 lines 1-3 including existing Section IV Notice Week 50/19 *Replace by:*

- 5 Entry is prohibited to an area (40°29'·74N 17°09'·90E) which lies SE of Jetty No 5 (V Sporgente).  
Entry is prohibited to an area (40°28'·24N 17°11'·69E) extending about 2½ cables SSE from the head of Pontile Eni (14.172).

Italian Notice 4/4.12/20 [NP45-No 79-Wk 13/20]

**Italy - Golfo di Taranto -  
Gallipoli — Prohibited area**

511

*After* Paragraph 14.199 8 line 11 *Insert:*

An entry prohibited area, radius 100 m, surrounds a wreck in position 40°03'·67N 17°58'·58E.

Italian Chart 149/17 [NP45-No 4-Wk 19/18]

**NP46 Mediterranean Pilot Volume 2  
(2018 Edition)**

**France - South coast - Gulf of Lions —  
Directions; ODAS buoys**

55

Paragraph 2.17 2 line 11 *Replace by:*

...the fort. Thence:  
Clear of two restricted areas, 200 m radius, centred on ODAS light buoys (special) (42°50'·74N 3°14'·92E and 42°50'·95N 3°14'·92E).

French Notice 26/85/19 [NP46-No 56-Wk 30/19]

**France - Gulf of Lions - Port-Vendres —  
Traffic regulations; speed restrictions**

56

Paragraph 2.20 3-4 *Replace by:*

- 3 **Traffic regulations.** Sailing and powered vessels may enter a regulated area which encloses the harbour entrance and its approaches only to gain access to, or leave, the port and the anchorages. Sailing and powered vessels under 50 m in length must also give way to warships and power driven vessels 50 m or greater in length.
- 4 **Speed restrictions.** Vessels should not exceed 5 kn when within 300 m of the coast. Vessels under pilotage are only required to maintain a reduced speed compatible with their maneuverability.
- Quarantine berth.** East of Pointe de la Presqu'île (see 2.19).

French Notice 16/20 [NP46-No 95-Wk 21/20]

**France - South coast - Gulf of Lions -  
Cap Béar — Anchorage**

58

Paragraph 2.27 5 lines 5-9 *Delete*

Paragraph 2.28 3 lines 1-9 *Replace by:*

- 3 A regulated anchorage area (1.50), is centred on position 42°31'·80N 3°05'·70E.

French Notice 25/84/19 [NP46-No 54-Wk 29/19]

**France - South coast - Gulf of Lions -  
Cap d'Agde — Prohibited area**

59

*After* Paragraph 2.37 2 line 6 *Insert:*

- 3 Anchoring, fishing, dredging and diving are prohibited within an area centred on (43°14'·52N 3°30'·39E).

French Notice 7/86/20 [NP46-No 90-Wk 12/20]

**France - Gulf of Lions -  
Port-la-Nouvelle — Regulations**

61

Paragraph 2.43 1 line 2 *For* 20 m *Read* 50 m

Paragraph 2.43 2 *Replace by:*

- 2 Within the regulated area, seaplanes engaged in fire-fighting operations have priority. The plane will perform warning runs along the splashdown corridor and vessels are expected to clear the area as soon as possible, with the exception of vessels limited by draught or reduced manoeuvrability.
- 3 **Speed restrictions.** Vessels should not exceed 15 kn in the approaches and 5 kn when within 300 m of the entrance channel.
- Prohibited anchorage.** Anchoring within the harbour is prohibited.

French Notice 50/D21/19 [NP46-No 78-Wk 04/20]

# NP46

## France - Gulf of Lions - Port-la-Nouvelle — Regulations

61

Paragraph 2.43 including existing Section IV Notice Week 04/20 *Replace by:*

- 1 **Restricted area.** Sailing and powered vessels may enter a regulated area which encloses the harbour entrance only to gain access to, or leave, the port and the anchorages. Sailing and powered vessels under 50 m in length must also give way to warships and power driven vessels 50 m, or greater, in length.
- 2 Within the regulated area, seaplanes engaged in fire-fighting operations have priority. Planes will perform warning runs along the splashdown corridor and vessels are expected to clear the area as soon as possible, with the exception of vessels limited by draught or reduced manoeuvrability.  
**Oil tanker manoeuvring area,** radius 1000 m, is centred on the tanker mooring (2.47), 1 mile ENE of the entrance. Unauthorised entry is prohibited.
- 3 **Speed restrictions.** Vessels should not exceed 15 kn in the approaches and 5 kn when within 300 m of the entrance channel.  
**Prohibited anchorage.** Anchoring within the harbour is prohibited.

French Notice 4/88/20 [NP46-No 86-Wk 08/20]

## France - South coast - Gulf of Lions - Port-la-Nouvelle — Harbour; development

61

*After Paragraph 2.44 1 line 6 Insert:*

- 2 **Development.** Works are in progress (2020) to construct two breakwaters protecting the harbour entrance. The N breakwater will extend about 1 mile ESE and SSE from the shore. The S breakwater will extend about 3 cables E from the existing S breakwater. The development area is marked by a light buoy (S cardinal).

French Notice 30/84/20 [NP46-No 107-Wk 35/20]

## France - Gulf of Lions - Sète — Outer anchorage; wrecks and obstructions

64

Paragraph 2.65 1 line(s) 5-7 *Replace by:*

**Caution.** A number of wrecks and obstructions are charted within the anchorage area.

French Notice 8/92/20 [NP46-No 91-Wk 13/20]

## France - South coast - Gulf of Lions - Golfe d'Aigues Mortes — Seaplane operating area

67

*After Paragraph 2.96 1 line 3 Insert:*

### Seaplane operating area 2.96a

- 1 Golfe d'Aigues Mortes (2.95) is used by seaplanes to draw water for fighting forest fires. The S limit of the seaplane operating area is approximately 43°29'N.

French Notice 46/81/18 [NP46-No 19-Wk 49/18]

## France - South coast - Gulf of Lions — Directions; light

67

Paragraph 2.98 2 line(s) 4 *Replace by:*

Pointe de Beauduc Old Lighthouse (white truncated tower...)

Paragraph 2.99 1 line(s) 7 *Delete*

Paragraph 2.100 2 line(s) 2 *For Light Read* Old Lighthouse

French Notice 41/84/19 [NP46-No 68-Wk 45/19]

## France - South coast - Gulf of Lions — Directions; light

69

Paragraph 2.114 2 line(s) 5 *For Light Read* Old Lighthouse

French Notice 41/84/19 [NP46-No 69-Wk 45/19]

## France - South coast - Gulf of Lions — Directions; light

70

Paragraph 2.119 1 line(s) 2 *For Lighthouse Read* Old Lighthouse

Paragraph 2.121 1 line(s) 4 *For Light Read* Old Lighthouse

French Notice 41/84/19 [NP46-No 70-Wk 45/19]

## France - South coast - Gulf of Lions - Golfe de Fos — Seaplane operating area

71

*After Paragraph 2.130 3 Insert:*

- 4 **Caution.** Golfe de Fos is used by seaplanes to draw water for fighting forest fires. The S limit of the seaplane operating area is approximately 43°20'N.

French Notice 46/81/18 [NP46-No 20-Wk 49/18]

**France - South coast - Gulf of Lions -  
Port de Fos — Entry regulations**

72

Paragraph 2.132 1 line 5 *Replace by:*

...Control approval. Further authorisation from Fos Port Control is required to enter the port beyond No 8 Light Buoy (lateral) (43°23'71N 4°54'82E).

French Notice 24/86/19 [NP46-No 51-Wk 28/19]

**France - South coast - Gulf of Lions -  
Port-de-Bouc — Regulations**

77

After Paragraph 2.165 2 line 6 *Insert:*

Vessels are prohibited from entering Port Pétrolier de Lavéra (2.171) without permission from Fos Port Control.

French Notice 24/86/19 [NP46-No 52-Wk 28/19]

**France - South coast - Gulf of Lions -  
Canal de Caronte — Traffic regulations**

79

After Paragraph 2.182 1 line 6 *Insert:*

Vessels are prohibited from approaching Quai de l'Établissement Maritime de Caronte (2.186) without permission from Fos Port Control.

French Notice 24/86/19 [NP46-No 53-Wk 28/19]

**France - South coast - Gulf of Lions —  
Restricted anchorages**

92

Paragraph 2.269 1 line(s) 1-7 *Replace by:*

- 1 **Description.** Calanque de Sormiou (43°12'50N 5°25'75E) is entered between Bec de Sormiou (2.259) and Cap Morgiou and is sheltered from winds between W and NE; however the mistral causes strong gusts and quickly raises a sea.

- 2 **Anchorage.** Small vessels can obtain good anchorage in depths 8 to 20 m, sand and weed, noting a restricted anchorage area at the head of the inlet.

Paragraph 2.270 1-2 *Replace by:*

- 1 **Description.** Calanque de Morgiou (43°12'50N 5°27'00E) lies between Cap Morgiou and Pointe de Castel-Vieil, a flat-topped, bare and perpendicular headland. A small fishing harbour lies at the head of the inlet.

- 2 **Anchorage** for small vessels may be obtained in depths of 10 to 20 m, sand and weed, noting a restricted anchorage area at the head of the inlet. Although sheltered between W and NE the mistral can gust strongly and raise a sea. The anchorage is completely exposed between E and S.

Paragraph 2.271 1 line(s) 1-6 *Replace by:*

- 1 **Description.** Calanque d'En-Vau and Port-Pin (43°11'90N 5°30'40E) share a common entrance which lies between Pointe Castel Vieil and Pointe Cacao.

**Local knowledge** is required.

- 2 **Anchorage.** Small vessels may obtain fair weather anchorage in depths of less than 25 m, however entry within the inlets and anchorage are restricted to certain types of vessels. Contact the local authorities for further details.

French Notice 26/20 SD D22; ENC FR573930 (2.008)  
[NP46-No 105-Wk 31/20]

**France - South coast - Port de Toulon —  
Prohibited area**

97

After Paragraph 2.303 1 line 10 *Insert:*

A prohibited area, marked by light buoys (special), surrounds Grande Jetée (43°05'69N 5°55'55E).

French Notice 25/91/19 [NP46-No 55-Wk 29/19]

**France - Toulon - Îles d'Hyères — Regulations**

102

After Paragraph 3.9 1 line 7 *Insert:*

**Regulations  
3.9a**

- 1 All vessels of 300 gt and above must use a route that passes 2 miles S of Île du Porquerolles (43°00'01N 6°13'63E), Île de Port-Cros (43°00'31N 6°23'67E) and Ile du Levant (43°01'90N 6°28'20E). If the wind exceeds 20 kn and the swell exceeds 2 m; or if the firing practice areas S of the islands are active, vessels may use Petite Passe, after reporting to the signal station located on Île du Porquerolles. Speed through Petite Passe is limited to 12 kn. Vessels may also use Grande Passe provided they maintain a distance of at least 2 miles from the coast. The speed limit within Grande Passe is 16 kn. Between the mainland and Port-Cros National Park (3.16) the speed limit is 20 kn.

UKHO; H102 Benjamin Heslop 01/19  
[NP46-No 29-Wk 06/19]

**France - South coast - Rade D'Hyères —  
Prohibited anchorages**

102

Paragraph 3.14 3 lines 1-5 *Replace by:*

- 3 Entry is prohibited to an area, radius 500 m, centred on a mooring buoy in position 43°05'10N 6°16'78E.

Restrictions apply within the areas lying SE of the airport at Hyères (43°05'80N 6°08'75E) as follows:  
Navigation and anchoring are prohibited for vessels with air draught greater than 7 m within Restricted Area 1, which extends about up to 2½ cables from the coast.

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- 4 Anchoring is prohibited for vessels with air draught greater than 15 m within Restricted Area 2, which extends about up to 2½ cables off Area 1. NW, NE and SE corners of the area are marked by buoys (special).  
Anchoring is prohibited for vessels with air draught greater than 22 m within Restricted Area 3, which extends about up to 1½ miles off Area 2.

UKHO

[NP46-No 21-Wk 02/19]

### France - South coast - Îles d'Hyères - Grande Passe — Prohibited areas

108

Paragraph 3.45 including heading *Replace by*:

#### Prohibited areas 3.45

- 1 With the exception of the W coast of Île du Levant, within Passe des Grottes (3.55), approach to the coast of Île du Levant is prohibited.  
Entry to an area SE of the island extending up to 1½ miles is also prohibited. Anchoring, trawling and dredging are prohibited in an extensive area S of Île de Port-Cros and Île du Levant.
- 2 Anchoring, fishing and any underwater activity are prohibited within two areas, 250 and 370 m in radius, centred on 42°59'54N 6°18'95E and 42°59'32N 6°21'06E, respectively.  
In addition there are a number of areas S of Îles d'Hyères activated periodically for firings from the Mediterranean Test Centre (see 3.4 for signals).

French Notice 25/89/20

[NP46-No 101-Wk 30/20]

### France - Golfe de Saint-Tropez - Port de Saint-Tropez — Prohibited areas

112

After Paragraph 3.75 3 line 13 *Insert*:

**Prohibited area.** Anchoring, fishing and any underwater activity are prohibited within an area, 370 m in radius, centred on 43°18'85N 6°42'08E.

French Notice 25/91/20

[NP46-No 102-Wk 30/20]

### France - Golfe de Saint-Tropez - Baie de Pampelonne — Prohibited areas

112

After Paragraph 3.80 4 line 4 *Insert*:

- 5 **Prohibited areas.** Anchoring, fishing and any underwater activity are prohibited within the areas centred on:
- 43°14'28N 6°41'85E; 470 m in radius;  
43°13'40N 6°42'84E; 560 m in radius;  
43°13'10N 6°41'87E; 410 m in radius.

French Notice 25/91/20

[NP46-No 103-Wk 30/20]

### France - Golfe de Saint-Tropez - Baie de Pampelonne — Prohibited areas

112

Paragraph 3.80 4 line 4 *Replace existing Section IV Notice Week 30/20 with*:

- 5 **Prohibited areas.** Anchoring, fishing and any underwater activity are prohibited within the areas centred on:
- 43°14'28N 6°41'85E; 470 m in radius;  
43°13'40N 6°42'84E; 560 m in radius;  
43°13'10N 6°41'87E; 410 m in radius;  
43°13'33N 6°41'36E; 370 m in radius.

French Notice 25/91/20

[NP46-No 106-Wk 32/20]

### France - Baie des Angès - Nice — Prohibited anchorages

114

Paragraph 3.92 1 line(s) 3-7 *Replace by*:

Golfe Juan (43°33'40N 7°06'00E).  
Baie des Angès (43°37'00N 7°15'00E) (see 3.124) and within the approaches to the Port of Nice and the vicinity of Cap Ferrat.

French Notice 30/93/19

[NP46-No 59-Wk 36/19]

### France - South coast - Baie de la Figueirette - Port de Miramar — Directions

115

Paragraph 3.95 2 line(s) 1-9 *Replace by*:

- 2 **Directions.** From a position SW of La Vaquette (43°28'98N 6°57'16E), marked by a light beacon (E cardinal), the track leads NW through Baie de la Figueirette in the white sector (285°-348°) of Port de Miramar Mole Light (white column, green top, 9 m in height) (43°28'99N 6°55'99E), passing:
- SW of La Petite Vaquette (43°28'97N 6°56'72E), thence:  
NE of Pointe du Trayas (43°28'70N 6°55'97E), thence:  
NE of Pointe Notre Dame (43°28'82N 6°55'99E), and:  
SW of a marine farm (43°28'98N 6°56'23E), marked by a light buoy (S cardinal).

French Notice 27/93/19

[NP46-No 57-Wk 32/19]

### France - Pointe de l'Aiguille to Port de Mandelieu-La Napoule — Prohibited anchorages

116

After Paragraph 3.97 4 line 5 *Insert*:

Authorised vessels anchoring between Pointe de l'Aiguille (3.97) and Port de Mandelieu-La Napoule (3.105) must do so outside of the 20 m depth contour.

French Notice 30/D22(2015)6.3/19

[NP46-No 60-Wk 36/19]



**France - South coast -  
Golfe de la Napoule — Pilotage**

116

Paragraph 3.97 4 line(s) 6-8 *Replace by:*

**Pilotage.** Golfe de la Napoule lies within Cannes compulsory pilotage area. Pilots board about 1½ miles WSW of Île Sainte-Marguerite, in position 43°30'·50N 7°00'·20E. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

French Notice 18/D22/19 [NP46-No 42-Wk 22/19]

**France - South coast - West-south-  
west of Cap d'Antibes - Île Sainte-  
Marguerite — Restricted areas**

116

Paragraph 3.99 2 line(s) 1-3 *Replace by:*

- 2 **Prohibited anchorages.** Anchoring is prohibited in the vicinity of submarine cables and a water pipeline laid between the mainland and Île Sainte-Marguerite. Anchoring is prohibited in an area centred on 43°31'·50N 7°02'·21E.

French Notice 39/88/20 [NP46-No 115-Wk 47/20]

**France - Golfe de la Napoule -  
Rade de Cannes — Restricted area**

118

Paragraph 3.107 3 lines 8-11 *Replace by:*

...and SE of the entrance to Port de Cannes. Anchoring is also prohibited N of a line joining the heads of the inner breakwaters of Port de Cannes and Port Pierre Canto, between 1<sup>st</sup> June and 30<sup>th</sup> September.

French Notice 10/90/20 [NP46-No 93-Wk 16/20]

**France - South coast -  
Golfe de la Napoule - Cannes — Anchorage**

118

*After Paragraph 3.107 5 line 3 Insert:*

When the Mistral is active, vessels subject to pilotage (3.109) that normally call at Cannes should anchor in the SW part of Gulf Juan in Île Sainte-Marguerite Anchorage (3.115).

UKHO [NP46-No 71-Wk 45/19]

**France - South coast -  
Golfe de la Napoule - Cannes — Pilotage**

118

*After Paragraph 3.109 3 line 9 Insert:*

**Pilotage.** The Cannes compulsory pilotage area lies between the lines of longitude 6°59'·00E and 7°07'·30E bounded by the line of latitude 43°29'·00N.

Pilotage is compulsory for entry into the port and anchorages for the following:

Commercial vessels over 50 m LOA;  
Pleasure craft over 80 m LOA.  
Pilots board in the following positions:  
43°30'·50N 7°00'·20E, 1 mile W of Îles de Lérins (3.97);  
43°30'·90N 7°05'·80E, 1 mile E of Île de la Tradelière (3.100).

UKHO; ALRS Vol 6(3) [NP46-No 72-Wk 45/19]

**France - South coast - Golfe Juan —  
Prohibited area; seaplane area**

119

*After Paragraph 3.112 3 line 10 Insert:*

**Prohibited area.** There is a prohibited area, centred on 43°32'·97N 7°03'·72E, on the W side of Golfe Juan. It is marked by buoys (special).

*After Paragraph 3.112 5 line 3 Insert:*

**Seaplane operating area.** Seaplanes collecting seawater to fight forest fires may be encountered in Golfe Juan.

French Notice 36/83/18; BA Chart 2247 [NP46-No 12-Wk 41/18]

**France - South coast - Golfe Juan — Pilotage**

119

Paragraph 3.112 5 line(s) 1-3 including Existing Section IV Notice Week 41/18 *Replace by:*

- 5 **Pilotage.** Golfe Juan lies within Cannes compulsory pilotage area. Pilots board 1 mile E of Île Sainte-Marguerite, in position 43°30'·90N 7°05'·80E. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

**Seaplane area.** Seaplanes collecting seawater to fight forest fires may be encountered in Golfe Juan.

French Notice 18/D22/19 [NP46-No 43-Wk 22/19]

**France - South coast - Golfe Juan —  
Anchorages; depths; wrecks**

119

Paragraph 3.115 1 line(s) 7 *Replace by:*

...Sainte-Marguerite in charted depths from 26 to 77 m. Two wrecks lie within the anchorage as follows:

43°31'·95N 7°03'·83E, position doubtful;  
43°32'·18N 7°03'·50E.

This anchorage is used by vessels subject to the Cannes compulsory pilotage limit (3.109) when the Mistral is active. There are four designated anchorages with a radius of 90 m, centred on:

43°32'·00N 7°03'·54E;  
43°31'·86N 7°03'·95E;  
43°31'·75N 7°03'·33E;  
43°31'·61N 7°03'·66E.

UKHO [NP46-No 73-Wk 45/19]

# NP46

## France - Baie des Angès - Nice — Restricted area; prohibited anchorage

120

Paragraph 3.124 1 line(s) 1–6 *Replace by:*

- 1 Navigation is restricted in an area which surrounds the Nice-Côte d'Azur Airport (43°39'90N 7°12'87E) in the Baie de Angès. The restricted area is divided into zones:

- Zone 1 — prohibited to all unauthorised vessels.
- Zone 2 — prohibited to vessels with an air draught of 3 m or more.
- Zone 3 — prohibited to vessels with an air draught of 10 m or more.
- Zone 4 — prohibited to vessels with an air draught of 43 m or more.
- Zone 5 — prohibited to vessels with an air draught of 49 m or more.
- Zone 6 — prohibited to vessels with an air draught of 50 m or more.
- Zone 7 — prohibited to vessels with an air draught of 80 m or more.

Paragraph 3.124 2 line(s) 1–3 *Replace by:*

Anchoring is prohibited in an area extending about 2¾ cables from the E limit of Zone 1 towards the approach to Nice (3.129).

French Notice 30/93/19

[NP46-No 61-Wk 36/19]

## France - South coast - Baie des Angès - Port de Nice — Pilotage

122

Paragraph 3.131 1 line(s) 5–7 *Replace by:*

**Pilotage and tugs.** Baie des Angès lies within the Nice, Villefranche-sur-Mer and Saint-Hospice compulsory pilotage area. Pilotage is mandatory for vessels greater than 50 m in length. There are no tugs. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

French Notice 18/D22 7.2.8.2/19

[NP46-No 44-Wk 22/19]

## France - South coast - Cap D'Antibes - Anse de la Garoupe — Anchorage

123

After Paragraph 3.136 2 line 3 *Insert:*

Anchoring is prohibited for vessels greater than 20 m in length.

French Notice 35/90/19

[NP46-No 64-Wk 41/19]

## France - South coast - Baie des Angès - Port Vauban — Pilotage

123

After Paragraph 3.139 1 line(s) 13 *Insert:*

**Pilotage.** See 3.131.

French Notice 18/D22 7.2.3.1/19

[NP46-No 45-Wk 22/19]

## France - South coast - Baie des Angès - Marina Baie des Agnes — Pilotage

124

After Paragraph 3.140 2 line(s) 6 *Insert:*

**Pilotage.** See 3.131.

French Notice 18/D22 7.2.4/19

[NP46-No 46-Wk 22/19]

## France - South coast - Baie des Angès - Port de Cros-de-Cagnes and Port de Saint-Laurent-du-Var — Pilotage

124

After Paragraph 3.141 1 line(s) 7 *Insert:*

**Pilotage.** See 3.131.

After Paragraph 3.142 1 line(s) 8 *Insert:*

**Pilotage.** See 3.131.

French Notice 18/D22 7.2.4/19

[NP46-No 47-Wk 22/19]

## France - South coast - Rade de Villefranche — Pilotage

124

Paragraph 3.143 3 line(s) 1–4 *Replace by:*

**Pilotage.** Rade de Villefranche lies within the Nice, Villefranche-sur-Mer and Saint-Hospice compulsory pilotage area. Pilotage is mandatory for vessels over 50 m in length. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

French Notice 18/19 7.2.9/D22

[NP46-No 48-Wk 22/19]

## France - Rade de Villefranche — Prohibited anchorages

125

After Paragraph 3.143 4 line 7 *Insert:*

From April to October inclusive, vessels 20 m or more in length are prohibited from anchoring within the Rade de Villefranche N of a line joining Môle de la Santé (3.145) and Anse de Passable.

French Notice 30/D22(2015)7.29/19

[NP46-No 62-Wk 36/19]

## France - Rade de Villefranche — Prohibited anchorage

125

Paragraph 3.143 4 including existing Section IV Notice Week 36/19 *Replace by:*

- 4 **Moorings.** Two mooring buoys lie within Rade de Villefranche. The S buoy, about 4 cables SSE of the citadel, can accept vessels up to 35 000 tonnes; the N buoy is suitable for vessels up to 10 000 tonnes.

**Prohibited anchorages.** Anchoring is prohibited in the centre of Rade de Villefranche unless vessels are secured to the mooring buoys described above.

Anchoring is also prohibited within an area centred on 43°41'60N 7°19'33E.

From April to October inclusive, vessels 20 m or more in length are prohibited from anchoring within the Rade de Villefranche N of a line joining Môle de la Santé (3.145) and Anse Grassuet.

French Notice 38/91/19

[NP46-No 66-Wk 43/19]

**France - South coast - Rade de Villefranche —  
Prohibited areas; prohibited anchorages**

125

Paragraph 3.143 4-7 including existing Section IV Notice Weeks 36/19 and 43/19 *Replace by:*

- 4 **Prohibited areas.** Entry is prohibited into two areas:

At the head of the bay, centred on 43°42'31N 7°19'00E;

On the W side of the bay, centred on 43°41'74N 7°18'55E.

**Prohibited anchorages.** Anchoring is prohibited as follows:

- 5 Within an extensive area (43°41'85N 7°19'36E) encompassing Anse de l'Espalmador (43°41'80N 7°19'50E) and its approaches;  
Within two semi-circular areas centred on the mooring buoys described below;  
Within an area between the two designated anchorage areas described below.

Further restrictions may apply for vessels 20 m or more in length; local authorities should be contacted for more details.

- 6 **Anchorage and moorings.** Two mooring buoys lie within Rade de Villefranche. The S buoy, about 4 cables SSE of the citadel, can accept vessels up to 35 000 tonnes; the N buoy is suitable for vessels up to 10 000 tonnes.

Two designated anchorage areas (43°41'87N 7°18'79E and 43°41'86N 7°19'05E) in the centre of the bay.

- 7 **Caution.** In southerly winds, the swell penetrates the harbour and can make the anchorage dangerous.

**Other facilities.** Water by lighter from Port de Villefranche, Darse Sud.

French Notice 39/91/20; FGSD D2.2 (2015) 7.2.9

[NP46-No 112-Wk 47/20]

**France - South coast -  
Port de Villefranche-sur-Mer — Pilotage**

125

Paragraph 3.144 1 line(s) 7-8 *Replace by:*

**Pilotage.** See 3.143

French Notice 18/19 7.2.9/D22

[NP46-No 49-Wk 22/19]

**France - West-south-west of Port de Monaco -  
Cap Roux - L'Isoletta — Anchorage**

125

*After Paragraph 3.148 1 line 6 Insert:*

Anchoring is prohibited in the following areas:

SW of Cap Roux (43°42'92N 7°21'07E);

SW of L'Isoletta (43°43'18N 7°22'05E).

French Notice 35/91/19

[NP46-No 65-Wk 41/19]

**Monaco - Port de Monaco — Protected area**

125

Paragraph 3.148 2 *Replace by:*

- 2 A marine reserve lies within Anse Larvotto (43°44'70N 7°26'20E). Spélugues protected area (43°44'27N 7°25'82E) lies NE of Jetée Lucciana. Anchoring, fishing and the navigation of propeller-driven vessels are prohibited within these areas which are marked by buoys.

BA Chart 2244/18

[NP46-No 17-Wk 46/18]

**France - Baie de Roquebrune  
Cap Martin — Prohibited area**

125

*After Paragraph 3.148 3 line 4 Insert:*

Anchoring, dredging, fishing or other underwater activity is prohibited within an area, 370 m in radius, centred on 43°44'36N 7°29'39E, S of Cap Martin.

French Notice 24/90/20

[NP46-No 100-Wk 28/20]

**Monaco - Port de Monaco and approaches —  
Anchorage; prohibited anchorage**

127

Paragraph 3.153 3-4 *Replace by:*

- 3 **Pilotage** is compulsory for vessels greater than 80 m in length; the pilot station is located on Jetée Nord. Pilots board at 43°44'40N 7°27'00E, 8 cables ENE of the entrance. See *ADMIRALTY List of Radio Signals Volume 6(3)*.

**Tugs.** Small tugs are available.

**Anchorage.** A regulated anchorage area is centred on 43°44'08N 7°26'75E, in depths of 13 to 85 m, mud and sand.

This anchorage may occasionally be prohibited to allow the movement of larger vessels. For further information contact the local authorities.

- 4 **Prohibited anchorages.** Anchorage is prohibited in areas in the approaches to Port de Monaco harbour entrance as follows:

An irregular shaped area centred on 43°44'41N 7°26'27E;

An area centred on 43°44'06N 7°26'01E, that surrounds the harbour entrance and contains a pattern of anchor moorings securing the floating breakwater.

See also 3.154.

French Notice 39/92/20

[NP46-No 113-Wk 47/20]

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## Monaco - Port de Monaco — Prohibited area

127

Paragraph 3.153 5 line 4 *Replace by:*

...Port de Fontvieille (3.154).

Entry is prohibited to an irregular shaped area (43°44'55N 7°26'28E) lying NE of the entrance to Port de Monaco and marked by buoys.

BA Chart 2244/18

[NP46-No 18-Wk 46/18]

## Monaco - Port de Monaco and approaches - Port de Fontvieille — Prohibited anchorage

127

After Paragraph 3.154 1 line 10 *Insert:*

**Prohibited anchorage.** An area enclosing Port de Fontvieille Harbour approaches, including four outfalls extending SE from the shore, either side of the harbour entrance.

French Notice 39/92/20

[NP46-No 114-Wk 47/20]

## France - South coast - Baie de Beaulieu — Pilotage

127

After Paragraph 3.155 1 line(s) 4 *Insert:*

**Pilotage.** Baie de Beaulieu lies within the Nice, Villefranche-sur-Mer and Saint-Hospice compulsory pilotage area. Pilotage is mandatory for vessels greater than 80 m in length. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

After Paragraph 3.156 1 line(s) 12 *Insert:*

**Pilotage.** See 3.155.

After Paragraph 3.157 2 line(s) 5 *Insert:*

**Pilotage.** See 3.155.

After Paragraph 3.158 1 line(s) 7 *Insert:*

**Pilotage.** See 3.155.

French Notice 18/D22 7.3.4/19

[NP46-No 50-Wk 22/19]

## Italy - Gulf of Genoa - San Bartolomeo al Mare - Capo Mele — Submarine pipelines

132

Paragraph 4.14 2 lines 1-3 *Replace by:*

- 2 Anchoring is prohibited within 200 m of the submarine pipelines extending about 7 cables from the coast, SE and SSE respectively from positions close E and W of San Bartolomeo.

Anchoring is prohibited within 200 m of a submarine pipeline extending generally NE from the coast, close N of Capo Mele (43°57'32N 8°10'33E).

Italian Notice 19/4/19 & 19/18/19

[NP46-No 67-Wk 44/19]

## Italy - Gulf of Genoa - Imperia — Wrecks

134

Paragraph 4.22 4 lines 4-5 *Replace by:*

...also within two circular areas, radius 500 m, centred on historic wrecks, 1¼ miles SSW and 1½ miles SE of Porto Maurizio.

BA Chart 351

[NP46-No 31-Wk 07/19]

## Italy - Gulf of Genoa - South of Savona - Capo Noli — Prohibited area

138

After Paragraph 4.45 3 line 9 *Insert:*

Anchoring, fishing and unauthorised underwater activities are prohibited within 200 m of foul ground in position 44°11'02N 8°25'18E.

Italian Notice 12/12.3/20

[NP46-No 99-Wk 28/20]

## Italy - Gulf of Genoa - Arenzano — Restricted area

141

After Paragraph 4.66 3 line 5 *Insert:*

Anchoring, fishing and underwater activities are prohibited within an area, radius 100 m, centred on 44°23'30N 8°41'41E, on account of unexploded ordnance on the seabed.

Italian Notice 15/15.3/18

[NP46-No 1-Wk 41/18]

## Italy - Genova — Regulations; speed limit

148

Paragraph 4.110 3 lines 7-8 *Replace by:*

**Speed limit.** There is a speed limit of 6 kn throughout the harbour reduced to 3 kn when in the vicinity of the small craft moorings in Porto Vecchio, Porticciolo Duca degli Abruzzi and Sestri Ponente.

Italian Notice 21/21.19/18

[NP46-No 14-Wk 45/18]

## Italy - Genova — Directions; wreck

150

Paragraph 4.115 3 line 9 *Replace by:*

Voltri-Prà, and:

After Paragraph 4.115 3 line 9 *Insert:*

Clear of a dangerous wreck (44°25'01N 8°46'59E).

Italian Notice 3/3.3/19

[NP46-No 33-Wk 09/19]



**Italy - Gulf of Genoa -  
La Spezia approaches — Directions; wreck**

158

Paragraph 4.157 5 line(s) 5 *Replace by:*

...exhibited from the island (4.156). A dangerous wreck (44°00'66N 9°51'88E) lies 1¼ miles SSE of the island.

Italian Chart 115/19

[NP46-No 92-Wk 15/20]

**Italy - La Spezia — Outer anchorages; wrecks**

160

Paragraph 4.176 1 lines 1-5 *Replace by:*

- 1 There are numbered anchor berths in the Outer Roads of Golfo di La Spezia lying between Centre and East Routes, in depths of 12 to 17 m; anchor berths are allocated by the Harbour Master. Restrictions apply to some berths.

**Caution.** Three wrecks lie in the following positions:

44°02'06N 9°55'37E

44°02'02N 9°56'00E

44°03'60N 9°53'90E.

Italian Notice 16/16.2/18; ENC IT400115

[NP46-No 2-Wk 41/18]

**Italy - West coast - Gulf of Genoa -  
La Spezia — Prohibited anchorage**

160

Paragraph 4.178 3-5 *Replace by:*

- 3 Navigation inshore of a line enclosing Seno di Panigaglia (44°04'60N 9°50'00E) is prohibited except for naval, police or customs vessels, vessels berthing at Pontile SNAM or providing services to the terminal.  
Entry to an inlet between Punta di Maramozza (44°04'02N 9°54'86E) and Punta di Maralunga, 2½ cables W, is prohibited.  
Entry is prohibited to an area surrounding Arcola Petrolifera Oil Terminal (4.199) for all vessels except those bound for the terminal.  
Entry is prohibited to an area surrounding Punta San Bartolomeo Oil Terminal (4.199) for all vessels except those bound for the terminal.
- 4 **Prohibited anchorage.** Anchoring is prohibited within the port in the following areas:  
Anchoring is prohibited within 100 m of the shore or the pierheads of Porto Industriale between 6 cables and 1 mile NW of the NE end of Diga Foranea due to submarine cables.  
Anchoring and fishing are prohibited in the approach channels to Porto Militare (4.190) and Vecchio Bacino (4.198).
- 5 Anchoring and fishing are prohibited within a 50 m radius circle centred on 44°03'60N 9°53'90E where a dummy mine, used for military exercises, is located.

ENC IT600059 (4.000)

[NP46-No 87-Wk 12/20]

**Italy - West coast - Gulf of Genoa -  
La Spezia — Depth**

164

Paragraph 4.198 2 line(s) 6 *Replace by:*

...depth of 8.1 m, extending SE from this berth.

ENC IT600059 (4.000)

[NP46-No 88-Wk 12/20]

**Italy - West coast - Gulf of Genoa -  
La Spezia — Basins and berths**

164

Paragraph 4.199 1 line(s) 5-14 *Replace by:*

**Arcola Petrolifera Oil Terminal** (44°05'72N 9°51'27E) is a mooring facility W of Porto Lotti marina. Maximum size of vessel handled 35 000 dwt, length 230 m, draught 12.0 m.

**Punta San Bartolomeo Oil Terminal** (44°05'40N 9°51'65E), SSE of Molo dei Pagliari, is a military berth and lies within a restricted area. Vessels greater than 10 gt are prohibited from navigation within the area, unless authorised by the harbour authorities.

ENC IT600059 (4.000)

[NP46-No 89-Wk 12/20]

**Italy - South-east of La Spezia - Forte dei Marmi  
— Wreck; prohibited area**

168

Paragraph 5.12 1 line(s) 1-8 including heading *Replace by:*

**Traffic regulations  
5.12**

- 1 **Restricted areas.** For FRSU Toscana see 5.58.  
**Protection zones** have been established by the Italian Government as follows:  
Secche della Meloria (5.50).  
Isola Gorgona (5.90).  
Isola Capraia (8.15).
- 2 **Prohibited areas.** Entry is prohibited within 250 m of the wave meter buoy (43°55'80N 9°49'60E) located about 6 miles S of Isola del Tino.  
Entry is also prohibited within 300 m of a dangerous wreck (43°55'92N 10°05'68E).

*After Paragraph 5.15 4 line 7 Insert:*

WSW of a dangerous wreck (43°55'92N 10°05'68E) (5.12), thence:

Italian Notice 23/23.3/19

[NP46-No 77-Wk 50/19]

**Italy - Gulf of Genoa - Livorno — Directions;  
depths**

175

Paragraph 5.64 1-3 *Replace by:*

- 1 From a position E of Secche della Meloria East Light Beacon (43°35'33N 10°15'51E) (5.40) the track leads SSE passing:  
ENE of Torre della Meloria (43°32'88N 10°13'14E) (5.40), thence:  
ENE of Secche della Meloria South Light (43°32'77N 10°13'13E) (5.40), thence:

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- 2 WSW of Torre del Marzocco (43°33'·98N 10°18'·24E) (5.40), thence:  
Between Diga Meloria North Head (43°33'·48N 10°17'·20E), from which a light (green column on pedestal, 5 m in height) is exhibited, and Diga Marzocco Head, from which a light (red column on pedestal, 5 m in height) is also exhibited.
- 3 The track leads, as required, in mid-channel through Bocca Nord remaining clear of the shoals extending from the breakwater heads.

Italian Chart 62 [NP46-No 109-Wk 39/20]

## France – Corse – North-west coast – Port de l'Île-Rousse — Pilotage

187

Paragraph 6.37 1 line 4 *Replace by:*

...in length. Pilots are provided from Bastia and board in position 42°39'·80N 8°57'·40E.

French Notice 26/84/18 [NP46-No 3-Wk 41/18]

## France – Corse – North coast – Port de l'Île-Rousse — Regulations

187

Paragraph 6.37 2 line 4 *For 20 m Read 50 m*

French Notice 50/88/19 [NP46-No 79-Wk 04/20]

## France – Corse – North-west coast – Port de Calvi — Pilotage

188

Paragraph 6.45 2 line 6 *Replace by:*

...in length. Pilots are provided from Bastia and board in position 42°36'·80N 8°44'·50E.

French Notice 26/84/18 [NP46-No 4-Wk 41/18]

## France – Corse – Golfe de Calvi – Port de Calvi — Prohibited area

188

*After Paragraph 6.45 4 line 3 Insert:*

Entry is prohibited into an area centred on 42°33'·60N 8°47'·29E between 1st June and 30th September.

French Notice 19/96/20 [NP46-No 98-Wk 23/20]

## France – Corse – North coast – Port de Calvi — Regulations

188

Paragraph 6.45 4 line 6 *For 20 m Read 50 m*

French Notice 50/88/19 [NP46-No 80-Wk 04/20]

## Italy – Sardegna – Bonifacio Strait — Marine reserve

205

Paragraph 6.167 1 *Replace by:*

- 1 The waters in the N part of the Bonifacio Strait, including Îles Lavezzi (41°22'·00N 9°15'·00E), lie within two designated marine reserves that extend up to 9¼ miles off shore between Les Moins (41°27'·00N 8°54'·00E) and Punta di a Chiappa (41°35'·71N 9°21'·93E). Occupational and recreational restrictions are in place for vessels entering this area.

- 2 The waters in the S part of the Bonifacio Strait, between Capo Testa (6.170) and Punta Falcone (6.170), lie within a designated marine reserve that extends up to the two-way route. Activities that could alter the environment are not permitted within this area. The area is divided into zones that are subject to different environmental protection regimes:

**Zone A** is subject to full reserve regime. Rescue operations and activities authorised by the managing body are permitted.

- 3 **Zone B** is subject to general reserve regime. Access is permitted to sailing vessels, rowing boats or vessels with electric propulsion. Navigation is permitted, exclusively in displacement mode, at a speed not exceeding 5 kn within 300 m of the coast, and at a speed not exceeding 10 kn between 300 and 600 m from the coast. Anchoring is authorised as indicated by the managing body. Approaching within 100 m of marine mammals is not allowed and in the event that cetaceans should approach the vessels voluntarily, the latter are required to maintain a constant speed not exceeding 5 kn and to follow a steady course.

- 4 **Zone C** is subject to partial reserve regime. Access is permitted to leisure vessels equipped with tanks for the collection of liquid sewage or equipped with motor in line with *Directive 2003/44/EC* or Annexes IV and VI of *MARPOL 73/78*.

For further details contact the local authorities.

- 5 A national park lies between Isola Razzoli (41°18'·00N 9°21'·00E) and Isola Santa Maria, 1½ miles E. Entry to the area is prohibited.

Italian Notice 2/2·13/19 [NP46-No 32-Wk 07/19]

## France – Corse – East coast – Bastia — Prohibited area

215

*After Paragraph 7.25 1 line 2 Insert:*

**Prohibited area.** When a tanker is moored at the buoys, vessels must keep at least 500 m away from the terminal.

French Notice 45/93(F707)/19 [NP46-No 75-Wk 49/19]

**France - Corse - East coast -  
Lucciana Oil Terminal — Prohibited area**

217

After Paragraph 7.41 1 line 8 *Insert*:

**Prohibited area.** When a tanker is moored at the buoys, vessels must keep at least 500 m away from the terminal.

French Notice 45/93(F707)/19 [NP46-No 76-Wk 49/19]

**France - Corse - Bonifacio Strait  
Punta Capicciola to Punta di u Capicciolu —  
Restricted areas**

219

Paragraph 7.64 including heading *Replace by*:

**Restricted areas  
7.64**

- 1 A wreck with a least depth of 50 m, enclosed by an area within which anchoring, fishing and diving are prohibited, lies 6½ cables NE of Punta di Rondinara (7.79).  
Anchoring, fishing and any underwater activity are prohibited within an area, 370 m in radius, centred on 41°25'·87N 9°17'·76E.

French Notice 25/93/20 [NP46-No 104-Wk 30/20]

**Italy - West coast - Corsican Channel TSS to  
Isola Giannutri — Routes**

229

Paragraph 8.30 1 *Replace by*:

- 1 A route leads generally SE for 63 miles from a position in the precautionary area (42°51'·00N 9°40'·00E) at the S end of the Corsica Channel TSS (7.11), through Arcipelago Toscano (8.7), to a position about 15 miles WSW of Isola di Giannutri (8.40).  
Coastal routes lead E passing N and S of Isola d'Elba (42°46'·00N 10°16'·00E).

BA Chart 1999/15 [NP46-No 22-Wk 04/19]

**Italy - West coast - Isola del Giglio —  
Directions; light**

230

Paragraph 8.32 3 lines 6–8 *Delete*

Italian Notice 26/26.4/18 [NP46-No 23-Wk 04/19]

**Italy - West coast - Isola del Giglio -  
Punta del Capel Rosso — Major light**

230

After Paragraph 8.32 3 line(s) 5 including Existing Section IV Week 04/19 *Re-insert*:

Punta del Capel Rosso (Isola del Giglio) (white tower, red bands, 20 m in height) (42°19'·24N 10°55'·18E).

Italian Notice 7/7.4/19 [NP46-No 38-Wk 18/19]

**Italy - West coast - Corsican Channel TSS to  
Isola del Giglio — Directions**

230

Paragraph 8.33 1–3 *Replace by*:

- 1 From a position in the precautionary area (42°51'·00N 9°40'·00E) at the S end of the Corsica Channel TSS (7.11) the track leads ESE, passing:  
SSW of Punta Polveraia Light (42°47'·67N 10°06'·62E) (8.12). Seamounts with depths of 38 to 49 m rise between 5 and 8 miles W of Isola d'Elba. Thence:  
2 NNE of Banco di Mezzo Canale, which has a least depth of 23 m (42°40'·38N 10°03'·39E), thence:  
SSW of Punta di Fetovaia (42°43'·54N 10°09'·49E), the headland of a narrow peninsula which has the appearance of a mole extending SSE from Isola d'Elba.  
The track then leads SE, passing:  
3 NE of Isola Pianosa Light (42°35'·13N 10°05'·77E) (8.12), thence:  
NE of Isola di Montecristo (42°20'·00N 10°19'·00E) (8.27), thence:  
SW of Punta del Capel Rosso Light (Isola del Giglio) (white tower, red bands, 20 m in height) (42°19'·24N 10°55'·18E).  
Thence the track leads to a position about 15 miles WSW of Isola di Giannutri (8.40).

Italian Notice 26/26.4/18 [NP46-No 24-Wk 04/19]

**Italy - West coast - Isola del Giglio -  
Punta del Capel Rosso — Major light**

230

Paragraph 8.33 3 Existing Section IV Week 04/19 *Replace by*:

- 3 NE of Isola Pianosa Light (42°35'·13N 10°05'·77E) (8.12), thence:  
NE of Isola di Montecristo (42°20'·00N 10°19'·00E) (8.27), thence:  
SW of Punta del Capel Rosso Light (Isola del Giglio) (42°19'·24N 10°55'·18E) (8.32).  
Thence the track leads to a position about 15 miles WSW of Isola di Giannutri (8.40).

Italian Notice 7/7.4/19 [NP46-No 39-Wk 18/19]

**Italy - West coast - Isola del Giglio to  
Isola di Giannutri — Directions; useful marks**

230

Paragraph 8.34 1 lines 1–4 *Replace by*:

- 1 Disused signal station (42°46'·44N 10°07'·01E) standing on the flattish summit of Campo alle Serre.

Italian Notice 26/26.4/18 [NP46-No 25-Wk 04/19]

## NP46

### Italy – West coast – Isola del Giglio — Light

231

Paragraph 8.39 4 line 5 *For 8.32 Read 8.33*

Italian Notice 26/26.4/18 [NP46-No 26-Wk 04/19]

### Italy – West coast – Isola del Giglio – Punta del Capel Rosso — Major light

231

Paragraph 8.39 4 line(s) 5 including Existing section IV week 04/19 *For 8.33 Read 8.32*

Italian Notice 7/7.4/19 [NP46-No 40-Wk 18/19]

### Italy – West coast – Corsican Channel TSS to Isola d'Elba — Light

232

Paragraph 8.50 1 lines 1–4 *Replace by:*

- 1 From a position in the precautionary area (42°51'00N 9°40'00E) at the S end of the Corsica Channel TSS (7.11), the track leads ENE, passing with positions relative to Punta Polveraia Light (42°47'67N 10°06'62E):  
SSE of Isola Capraia (8.14), thence:

Italian Notice 26/26.4/18 [NP46-No 27-Wk 04/19]

### Italy – Isola d'Elba – Punta dei Ripalti — Prohibited area

239

*After Paragraph 8.92 6 line 3 Insert:*

Anchoring and fishing are prohibited within 1½ miles of a wreck (42°44'41N 10°29'97E) lying 4 miles NE of Punta dei Ripalti (8.69).

Italian Chart IT913 (2020) [NP46-No 97-Wk 23/20]

### Italy – Portovecchio di Piombino — Berths; draught restrictions

241

Paragraph 8.100 2 lines 2–3 *Replace by:*

...155 m in length with a depth of 7.3 m. The S berth is 105 m in length with a depth of 8.2 m. The maximum authorised draughts for the N and S berths are 7 and 8 m respectively.

Italian Notice 14/15/18 [NP46-No 5-Wk 41/18]

### Italy – Golfo di Follonica – Torre del Sale — Restricted area

241

*After Paragraph 8.105 2 line 10 Insert:*

Entry is prohibited within 100 m of the marine farm situated 1 mile SE of the entrance to Torre del Sale.

Italian Chart 71/18 [NP46-No 6-Wk 41/18]

### Italy – West coast – Promontorio Argentario — Prohibited area

243

*After Paragraph 8.114 1 line 6 Insert:*

Entry is prohibited within an area, 100 m radius, centred on 42°25'24N 11°04'96E, close NNE of Scoglio Argentarola.

Italian Notice 16/16.5/18 [NP46-No 7-Wk 41/18]

### Italy – West coast – Isola del Giglio — Directions; light

243

Paragraph 8.117 5 line 8 *For 8.32 Read 8.33*

Italian Notice 26/26.4/18 [NP46-No 28-Wk 04/19]

### Italy – West coast – Isola del Giglio – Punta del Capel Rosso — Major light

243

Paragraph 8.117 5 line(s) 8 including Existing section IV week 04/19 *For 8.33 Read 8.32*

Italian Notice 7/7.4/19 [NP46-No 41-Wk 18/19]

### Italy – Porto Santo Stefano — Basins and berths; depth

244

Paragraph 8.124 1 lines 1–7 *Replace by:*

- 1 **Porto del Valle** (42°26'20N 11°07'40E) is protected by two moles. Molo Garibaldi extends ENE from the shore and has been recently extended (2014). Molo di Sottoflutto extends WNW; a light (red column, 5 m in height) is exhibited from the head of Molo di Sottoflutto. Banchina Toscana has a length of 120 m.

BA Chart 131 [NP46-No 8-Wk 41/18]

### Italy – Sardegna – North-west coast – Alghero — Prohibited anchorage

255

*After Paragraph 9.59 1 line 13 Insert:*

**Caution.** Vessels should not anchor at a distance greater than 150 m from the allocated anchor berth.

Paragraph 9.59 3 line(s) 4–9 *Replace by:*

**Prohibited areas.** Anchoring and stopping within 200 m of the harbour entrance is prohibited. There is a speed limit of 3 kn throughout the harbour. Vessels must remain 30 m clear of the heads of the moles forming the harbour entrance. Entry is prohibited within an area extending 100 m from the breakwaters.

- 4 Anchoring is prohibited within 500 m of the designated anchor berths above when an authorised vessel is at anchor.

Italian Notice 1/1.13/20 [NP46-No 85-Wk 07/20]



**Italy – Sardegna – South coast –  
Capo Teulada — Prohibited area**

264

After Paragraph 9.113 6 line 6 *Insert*:

Entry is normally prohibited within an area encompassing Capo Teulada and bounded by the following coordinates:

38°53'·95N 8°40'·25E.

38°53'·80N 8°42'·10E.

38°51'·50N 8°39'·00E.

38°52'·90N 8°35'·50E.

38°53'·57N 8°36'·40E.

For further details on restrictions contact the local authorities.

Italian Notice 26/26.30/19

[NP46-No 81-Wk 05/20]

**Italy – Sardegna – Golfo di Palmas –  
Portovesme — Regulations**

266

Paragraph 9.120 3 lines 11–12 *Delete*

Paragraph 9.120 4 lines 1–10 *Replace by*:

- 4 **Tugs** are available. Use of tugs is compulsory for oil and chemical tankers 3000 gt or greater. Further restrictions apply depending on the vessel and the allocated berth. Local authorities should be contacted for details.

**Restricted area.** Anchoring and fishing are prohibited in an area within the harbour close NNE of Molo Acidotto (9.123).

UKHO

[NP46-No 82-Wk 06/20]

**Italy – Sardegna – Golfo di Palmas –  
Porto di Sant' Antioco — Directions**

268

Paragraph 9.138 4 line 2 *For NE Read NW*

UKHO

[NP46-No 96-Wk 23/20]

**Italy – Sardegna – Capo Teulada —  
Prohibited area**

270

Paragraph 9.151 1 lines 1–4 *Replace by*:

- 1 Anchoring and fishing are prohibited within an area enclosing Capo Teulada, the coast 6 miles NW and the coast 4¾ miles NE, including Isola Rossa (40°17'·26N 8°28'·43E). The area contains explosive devices.

Italian Notice 21/21.7/18

[NP46-No 15-Wk 45/18]

**Italy – Sardegna – South coast –  
Golfo di Teulada – Porto Zafferano —  
Directions; wreck**

270

Paragraph 9.154 1 lines 7–10 *Replace by*:

SSE of Porto Zafferano (8½ miles W). A wreck with a depth of 12·3 m lies in the entrance to the bay. Thence:

Italian Notice 15/15.7/18

[NP46-No 9-Wk 41/18]

**Italy – Sardegna – La Maddalena — Obstruction**

282

After Paragraph 10.9 1 line 8 *Insert*:

41°12'·67N 9°25'·21E (water pipeline).

Italian Chart 281/19

[NP46-No 58-Wk 32/19]

**Italy – Sardegna – North-east coast –  
Golfo Aranci — Prohibited area**

292

Paragraph 10.63 including heading *Replace by*:

**Prohibited area  
10.63**

- 1 Anchoring and fishing are prohibited within the areas containing submarine cables which extend from the N coast of Capo Figari peninsula (41°00'·00N 9°38'·00E) and from Golfo di Olbia (40°57'·00N 9°37'·00E).

Anchoring, fishing and any underwater activity are prohibited within 2 cables of a wreck centred on 41°07'·00N 9°35'·00E.

Italian Notice 8/2/20

[NP46-No 94-Wk 21/20]

**Italy – Sardegna – Porto di Olbia — Pilotage**

295

Paragraph 10.76 4 line 1 *For 600 gt Read 500 gt*

Olbia Pilots

[NP46-No 74-Wk 46/19]

**Italy – Sardegna – Porto di Olbia — Speed limit**

295

Paragraph 10.76 5 line 19 *For 10 kn Read 8 kn*

Paragraph 10.76 5 line 21 *For 8 kn Read 6 kn*

UKHO

[NP46-No 84-Wk 06/20]

**Italy – Sardegna – Golfo Spurlatta —  
Restricted area**

299

After Paragraph 10.102 1 line 13 *Insert*:

**Restricted area  
10.102a**

- 1 A security zone (40°52'·95N 9°38'·70E), which includes the NATO pier (10.105), has been established between Porto San Paolo and Isola Piana. Speed is limited to 5 kn except for official vessels.

Italian Notice 21/21.25/18

[NP46-No 16-Wk 45/18]

# NP46

## Italy – Sardegna – North-west coast – Isola Tavolara — Anchorage

300

After Paragraph 10.107 3 line 8 *Insert*:

### **Anchorage 10.107a**

- 1 **Spalmatore di terra.** Anchorage can be obtained within an area centred on 40°53'·22N 9°40'·95E, in 20 to 36 m, mud and sand.

ENC IT400322 [NP46-No 13-Wk 41/18]

## Italy – Sardegna – East coast – Porto di Arbatax — Prohibited areas

302

After Paragraph 10.124 5 line 8 *Insert*:

Vessels with a draught greater than 2 m are not to enter an area (39°56'·41N 9°41'·95E) N of Molo di Ponente.

Entry is prohibited within an area encompassing Molo di Levante.

Italian Chart 316/19 [NP46-No 83-Wk 06/20]

## Sardegna – East coast – Capo San Lorenzo — Prohibited area

305

Paragraph 10.146 1 lines 3–5 *Replace by*:

...39°33'·78N 9°44'·50E due to unexploded ordnance.

Entry is prohibited within an area (39°28'·77N 9°42'·48E), 250 m in radius, lying 3 miles ESE of Capo San Lorenzo due to unexploded ordnance. Anchoring and fishing are also prohibited within 2 miles from this area.

Istituto Idrografico Della Marina Mar Tirreno No 17  
[NP46-No 30-Wk 06/19]

## Italy – West coast – Isole Pontine – Isola di Ponza — Restricted areas

328

After Paragraph 12.30 6 line 6 *Insert*:

- 7 **Restricted areas.** The following areas are reserved for the use of tankers supplying water to the island:  
Area A (40°53'·80N 12°58'·00E), radius 80 m.  
Area B (40°55'·20N 12°58'·20E), radius 150 m.  
Area C (40°55'·51N 12°58'·04E), radius 80 m.

Portolano P4 Ed. 2018 [NP46-No 34-Wk 14/19]

## Italy – West coast – Gaeta — Prohibited area

331

After Paragraph 12.44 2 line 3 *Insert*:

Entry is prohibited within 100 m radius of a wreck (41°11'·40N 13°32'·40E).

Italian Notice 17/5/19 [NP46-No 63-Wk 40/19]

## Italy – West coast – Capo Circeo — Prohibited area

331

Paragraph 12.44 2 including existing Section IV Notice Week 40/19 *Replace by*:

- 2 Area centred on 41°14'·00N 13°06'·32E.  
Area of 300 m radius centred on 41°13'·76N 13°06'·75E.

Entry is prohibited within 100 m radius of a wreck (41°11'·40N 13°32'·40E).

Entry is prohibited within 3 cables radius of a wreck (41°09'·78N 13°12'·31E).

A statue of the Madonna del Carmine stands on the seabed in position 41°16'·83N 13°16'·84E and is enclosed by an area of radius 5 cables; entry to the area is prohibited.

Italian Notice 20/20.4/20 [NP46-No 110-Wk 46/20]

## Italy – West coast – Gaeta — Anchorages

336

Paragraph 12.71 1 line 10 *Replace by*:

G1, G2 Vessels entering Gaeta

Portolano P4 Ed. 2018 [NP46-No 35-Wk 14/19]

## Italy – West coast – Isole Pontine – Isola di Ventotene — Restricted area

338

After Paragraph 12.88 2 line 7 *Insert*:

**Restricted area.** The area centred on 40°47'·94N 13°26'·09E, radius 80 m, is reserved for the use of tankers supplying water to the island.

Portolano P4 Ed. 2018 [NP46-No 36-Wk 14/19]

## Italy – Porto di Procida — Prohibited anchorage

345

After Paragraph 12.130 3 line 4 *Insert*:

Anchoring is prohibited in an area defined by the following positions:

40°45'·94N 14°02'·04E

40°46'·38N 14°02'·33E

40°46'·08N 14°02'·76E

40°45'·87N 14°02'·22E.

Italian Notice 14/14.4/18 [NP46-No 10-Wk 41/18]

## Italy – Golfo di Napoli – Castellammare di Stabia — Anchor berths

354

Paragraph 12.181 1 line 13 *Replace by*:

Bravo/FB1 335° 6 cables 180–220

Vessels carrying dangerous cargo are not to use the above anchor berths and must contact the Harbour Master, waiting at a distance of not less than 2.5 miles from the head of Molo Foraneo.

Portolano P4 Ed. 2018 [NP46-No 37-Wk 14/19]

**Italy - West coast - Napoli -  
Rada di Mergellina — Prohibited area**

358

Paragraph 12.204 4 line(s) 3-5 *Replace by:*

Entry is prohibited within 100 m radius of a light buoy (special) (40°49'63N 14°14'00E).

UKHO

[NP46-No 111-Wk 46/20]

**Italy - West coast - Tyrrhenian Sea -  
Golfo di Salerno — Prohibited areas**

373

Paragraph 13.55 1-2 *Replace by:*

- 1 Anchoring and fishing are prohibited in an area enclosing an outfall pipeline (13.57) which extends 8 cables SW from a position on the coast close N of the mouth of Fiume Fuorni (40°38'10N 14°49'80E).

Anchoring and fishing are prohibited in areas surrounding explosive devices, reported (2020), centred on 40°24'73N 14°56'83E and 40°24'45N 14°58'00E.

- 2 Entry is prohibited to an area enclosing a wave recording station lying 5 cables WSW of the mouth of Fiume Sele (40°28'93N 14°56'46), marked by a light beacon (special) (13.59).

Trawling is prohibited within 1 mile of the coast between Salerno (40°40'00N 14°47'00E) and Fiume Sele (13.60).

- 3 Various items of measuring equipment have been deployed in the coastal sea area between Salerno and Fiume Sele. Close approach to such equipment is also prohibited.

Italian Notice 16/25/20

[NP46-No 108-Wk 37/20]

**Italy - West coast -  
Marina di Camerota — Anchorage**

378

Paragraph 13.82 4 line 4 *Replace by:*

...Cala Bianca, 1 mile farther E, noting the pipeline extending 5 cables S from the vicinity of Torre del Poggio.

Italian Notice 15/15.10/18

[NP46-No 11-Wk 41/18]

**NP47 Mediterranean Pilot  
Volume 3 (2020 Edition)**

**Montenegro - Approaches to  
Boka Kotorska — Anchorage**

175

Paragraph 6.130 1 including heading *Replace by:*

**Spare  
6.130**

ENC ME4BOK01 (3.000)

[NP47-No 7-Wk 52/20]

**Montenegro - Approaches to  
Boka Kotorska — Anchorage**

176

After Paragraph 6.136 1 line 4 *Insert:*

Anchorage may be obtained in the bight between Rt Oštra (6.127) and Rt Kobila (6.127), but the holding ground is bad.

ENC ME4BOK01 (3.000)

[NP47-No 8-Wk 52/20]

**Montenegro - Tivat — Anchorage; wreck**

180

Paragraph 6.166 1 line(s) 1-3 *Replace by:*

- 1 **Anchorage** may be obtained in position 42°26'84N 18°40'71E in depths of about 32 m, and in the vicinity of 42°25'03N 18°42'04E, in depths from 11 to 19 m, clear of a dangerous wreck (42°25'02N 18°41'80E).

ENC ME4BOK01 (3.000)

[NP47-No 9-Wk 52/20]

**Croatia - Iški Kanal - Luka Osiljinac —  
Directions; anchorage**

307

Paragraph 8.325 1-3 including heading *Replace by:*

**Spare  
8.325**

Croatian Notice 9/6/20

[NP47-No 5-Wk 49/20]

**Italy - South-east coast - Molfetta —  
Arrival information**

465-466

Paragraph 11.136 1-5 *Replace by:*

- 1 **Port operations.** Vessels over 1500 gt are not permitted to enter or leave harbour between sunset and sunrise.

**Outer anchorages.** Designated anchorages are as follows:

- 2 F1 (41°14'23N 16°35'89E).  
F2 (41°13'75N 16°35'39E).  
F3 (41°14'03N 16°34'98E).  
F4 (41°13'75N 16°34'64E).  
F5 (41°13'97N 16°34'29E).  
F6 (41°13'35N 16°35'22E).

- 3 **Pilotage** is compulsory for vessels over 500 gt, and is available from 0800 to 2000. Pilots board 1 mile ENE of the head of Molo Foraneo.

**Traffic regulations.** Anchoring is prohibited within 1 mile from the entrance, except in the designated anchorages.

Fishing and other marine activities are prohibited within the area containing the anchorages.

- 4 Entry is prohibited into an area encompassing the breakwater Diga Antemurale Achille Salvucci and the area under development (11.137) lying at its root.

Anchoring and fishing are prohibited in the vicinity of a submarine power cable laid across the harbour.

## NP47

A historic wreck area (41°16'60N 16°35'40E) is situated about 4 miles N of Molfetta; see 11.132 for details on restrictions.

- 5 **Unexploded ordnance** is reported to exist in the basin and within an area, encompassing the approaches to the port, bounded by the following coordinates:

41°12'92N 16°36'71E.

41°12'61N 16°36'71E.

41°12'57N 16°35'16E.

41°12'92N 16°35'14E.

Mariners are advised to consult the Port Authority for restrictions.

- 6 **Regulations concerning entry** include the following:

Speed is restricted to 3 kn within the harbour entrance.

Special regulations are in force for vessels of 1600 gt or over carrying petroleum, gas, and other flammable cargoes within the port. For further details see *ADMIRALTY List of Radio Signals Volume 6(3)* and 1.86.

UKHO; Italian Notice 18/20; Portolano P7 Ed. 2015; Premessa agli Avvisi ai Naviganti 2020

[NP47-No 3-Wk 45/20]

### Italy - South-east coast - Molfetta — Directions

466

Paragraph 11.138 1-4 *Replace by:*

- 1 **Track.** From a position 5 cables ENE of the head of the E mole the track leads generally WSW, passing between the head of Diga Antemurale Achille Salvucci, surrounded by a prohibited area (11.136), and the head of Molo Foraneo.

**Caution.** A clearance of at least 30 m should be maintained from the head of the breakwaters.

The track then continues as required for the allocated berth.

- 2 **Useful marks:**

Light (green column on pedestal, 6 m in height) (41°12'87N 16°35'45E) exhibited from a position about 1 cable W of the head of Diga Antemurale Achille Salvucci, which is reported to be difficult to distinguish against the shore lights.

- 3 Light (red mast on round tower, 10 m in height) (41°12'72N 16°35'48E) exhibited from the head of Molo Foraneo.

Light (white column on green round hut, 3 m in height) (41°12'49N 16°35'46E) exhibited from the head of Molo Pennello.

Molfetta Light (41°12'48N 16°35'65E) (11.133).

Old Cathedral of San Corrado with two matching square towers, 2 cables SE of the light.

UKHO; Italian Notice 18/18.7;18.22(T)/20

[NP47-No 4-Wk 45/20]

### Italy - East coast - Approaches to Ravenna — Prohibited area

503

*After Paragraph 12.122 1 line 3 Insert:*

A prohibited area, marked by a light buoy (special), exists with a radius of 5 cables centred on 44°22'62N 12°26'95E.

Portolano P8 (2020)

[NP47-No 6-Wk 51/20]

### Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Restricted areas

517

Paragraph 12.232 3 lines 1-6 *Delete*

Italian Notice 18/18.9/20

[NP47-No 1-Wk 45/20]

### Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Directions; prohibited areas

517

Paragraph 12.235 4 line 6 *Replace by:*

...12°30'80E) (12.293).

Paragraph 12.235 5 lines 1-6 *Delete*

Italian Notice 18/18.9/20

[NP47-No 2-Wk 45/20]

### NP48 Mediterranean Pilot Volume 4 (2019 Edition)

#### Greece - Stenó Elafonísou - Ormos Vátika — Anchorage

61

Paragraph 2.73 5 *Delete*

Greek Notice 8/115/20

[NP48-No 14-Wk 43/20]

#### Greece - Níros Kríti - Irákleion — Directions; historic wreck

81-82

Paragraph 3.119 1 including heading *Replace by:*

#### Traffic regulations

##### 3.119

- 1 **Restricted area.** Anchoring, fishing, trawling, dredging, diving and the removal of historical artefacts is prohibited within 300 m of an historic wreck (35°21'28N 25°22'90E).

For further details on historic wrecks, see 1.56.

- 2 **Prohibited anchorage.** Anchoring is prohibited in a submarine cable area (35°20'62N 25°13'44E) that is 2 miles wide and extends 1¼ miles offshore about 3½ miles E of the head of Liménas Irákleiou outer mole (35°21'13N 25°09'36E).



Paragraph 3.121 1 lines 3–4 *Replace by:*

NNW of a dangerous historic wreck (35°21'·28N 25°22'·90E) (3.119), lying N of Ákra Chersónisos...

GB Chart 3678/20

[NP48-No 9-Wk 18/20]

**Greece - Athens - Peiraiás — Port development**

142

*After Paragraph 5.72 3 line 4 Insert:*

**Development**

**5.72a**

- 1 Works are in progress (2020) for the construction of a new cruise terminal within an area centred on 37°56'·05N 23°37'·19E. The area is marked by light buoys (special).

Greek Notice 4/52/20

[NP48-No 10-Wk 24/20]

**Greece - Athens - Peiraiás —  
Directions; port development**

143

*After Paragraph 5.77 1 line 6 Insert:*

NNW of an area under development (5.72a), thence:

Greek Notice 4/52/20

[NP48-No 11-Wk 24/20]

**Greece - Saronikós Kólpōs - Stenó Nafstáthmou  
— Directions; obstruction**

151

Paragraph 5.127 1 line 4 *Replace by:*

...the limits of the dredged channel, and:  
Clear of an obstruction (37°57'·89N 23°32'·78E) with a depth of 8·2 m.

Greek Notice 8/145/19

[NP48-No 4-Wk 42/19]

**Greece - Aegean Sea - Nisída Levítha —  
Directions; wreck**

262

Paragraph 7.267 1 line 6 *Replace by:*

...from the point. A dangerous wreck (37°00'·20N 26°29'·80E) lies 3 cables N of the point. Thence:

Greek Notice 11/204/19

[NP48-No 7-Wk 04/20]

**Greece – South Aegean – Nísos Léros -  
Órmos Lakkí — Prohibited area; historic wrecks**

268

*After Paragraph 7.325 1 line 3 Insert:*

An area in which anchoring is seasonally prohibited lies near the head of the bay.

Historic wrecks are situated within this bay. Activities including anchoring are prohibited within a radius of 300 m of an historic wreck. For further information see 7.7.

Greek Chart 451

[NP48-No 1-Wk 34/19]

**Greece – South Aegean – Nísos Léros -  
Órmos Lakkí — Prohibited area; historic wrecks**

270

Paragraph 7.336 1 line 1 *Replace by:*

- 1 Anchorage may be obtained in Órmos Lakkí, clear of prohibited areas, in...

Paragraph 7.337 3 line 2 *For Wreck Read* Historic wreck

Paragraph 7.337 3 line 3 *For Wreck Read* Historic wreck

*After Paragraph 7.337 3 line 3 Insert:*

Historic wreck (37°06'·75N 26°50'·06E).

Greek Chart 451

[NP48-No 2-Wk 34/19]

**Greece - Aegean Sea - Stenó Makrónisou -  
Lávriōn — Anchorage**

294

Paragraph 8.17 1 lines 1–5 *Replace by:*

- 1 **Outer anchorage.** A designated anchorage area exists NE of the port, centred on 37°43'·20N 24°04'·75E.

Contact Lávriōn Port Authority (8.15) for further information.

Greek Notice 8/121/20

[NP48-No 15-Wk 43/20]

**Greece - Aegean Sea - Stenó Makrónisou -  
Órmos Thorikóu — Anchorage**

295

Paragraph 8.24 1 lines 10–11 *Replace by:*

- 2 **Anchorage** may be obtained in depths of less than 18 m, mud and weed, good holding ground, in the middle of the bay.

It can also be obtained in the designated anchorage area (8.17) outside the port of Lávriōn (8.14).

Greek Notice 8/121/20

[NP48-No 16-Wk 43/20]

## NP48

### Greece - North Aegean - Thessaloníki — Prohibited anchorage; wrecks

356

After Paragraph 9.275 1 line 4 *Insert*:

Anchoring is prohibited within the vicinity of two historic wrecks (40°37'·56N 22°55'·08E and 40°37'·92N 22°55'·46E) (see 1.56).

Greek Notice 6/114/19

[NP48-No 3-Wk 34/19]

### Greece - Aegean Sea - Nísos Lésvos - Kólpos Kallonís — Prohibited area

415

After Paragraph 11.133 *Insert*:

#### Prohibited area 11.133a

- 1 Entry is prohibited into an area (39°10'·06N 26°12'·49E), radius 5 cables, surrounding a scientific instrument, marked by a light buoy (special).

Greek Notices 7/103;109/20

[NP48-No 12-Wk 39/20]

### Greece - Aegean Sea - Nísos Lésvos - Kólpos Kallonís — Prohibited area

416

After Paragraph 11.138 3 line 2 *Insert*:

SE of a prohibited area (39°10'·06N 26°12'·49E) (11.133a), thence:

Greek Notices 7/103;109/20

[NP48-No 13-Wk 39/20]

### Turkey - West coast - Aliağa — Outer anchorages

429-430

Paragraph 11.274 1-2 *Replace by*:

- 1 There are eight designated anchorage areas within Aliağa port limits:
- Area No 1 (38°49'·35N 26°58'·11E), for tankers and naval tankers.
  - Area No 2 (38°52'·56N 26°58'·52E), for vessels not carrying dangerous cargoes and naval vessels.
  - Area No 3 (38°52'·90N 26°57'·00E), for nuclear naval vessels and vessels waiting to be gas free.
  - 2 Area No 4 (38°46'·18N 26°53'·09E), an unrestricted anchorage.
  - Area No 5 (38°48'·13N 26°53'·14E), for vessels not carrying dangerous cargoes and naval vessels.
  - Area No 6 (38°48'·69N 26°52'·84E), an explosives and quarantine anchorage.
  - Area No 7 (38°51'·30N 26°53'·64E), for vessels bound for Aliağa Ship Recycling Yard (11.293).
  - Area No 8 (38°52'·73N 27°00'·05E), an explosives anchorage.

Turkish Notice 44/209/19; ENC's TR402147 (6.004); TR502148 (2.002); TR502150 (2.000); TR502151 (4.004);  
[NP48-No 5-Wk 50/19]

### Turkey - Approaches to Ayvalık - Dalyan Boğazı — Directions

438

Paragraph 11.333 8-10 *Replace by*:

- 8 **Dalyan Boğazı.** From a position in the vicinity of 39°18'·50N 26°36'·50E, the track leads ENE, passing:
- 9 NNW of Körkut Burnu (39°18'·73N 26°37'·60E), the S entrance point of the passage. Körkut Burnu Light (white metal framework tower, 9 m in height) is exhibited from the point, thence:
- SSE of a light buoy (S cardinal) (39°19'·15N 26°37'·83E), thence:
- 10 SSE of Dalyan Boğazı Light Beacon (S cardinal, 4 m in height) (39°19'·28N 26°38'·06E), and: NNW of a dangerous rocky patch (39°19'·13N 26°38'·18E).

Thence the track continues to lead ENE, between three pairs of light beacons (white metal towers, lateral bands) marking the limits of Ayvalık Kanalı, into Ayvalık Limanı.

ENC TR502143 (3.000)

[NP48-No 6-Wk 52/19]

### Greece - Alexandroupoli — Wreck

464

Paragraph 12.205 1 lines 4-5 *Replace by*:

...E side 510 m; 6-9 to 10-5 m.

Greek Notice 11/208/19

[NP48-No 8-Wk 04/20]

### NP49 Mediterranean Pilot Volume 5 (2020 Edition)

### Egypt - Mediterranean Sea - Mīnā' Al Iskandarīyah — Arrival information; anchorages

105

Paragraph 3.80 2 line(s) 4-8 *Replace by*:

Three berths in the North Waiting Area (31°10'·50N 29°51'·15E); radii of 140 m. A wreck, marked by a light buoy (special), lies between berths NA 1 and NA 2.

Two berths in the South Waiting Area (31°10'·50N 29°51'·70E), radii of 185 m.

ENC EG5EGM18

[NP49-No 3-Wk 51/20]

### Turkey - South-east coast - İskenderun Körfezi — Prohibited area

175

Paragraph 5.250 1 lines 1-3 *Replace by*:

#### Traffic regulations 5.250

- 1 **Prohibited areas.** Entry is prohibited into the following areas:

An area (36°53'·40N 35°57'·80E) located about 1¼ miles NE of Botaş (Ceyhan) Oil Terminal (5.255).

Areas around Hunutlu Thermal Power Plant (5.253a), Botaş (Ceyhan) Oil Terminal (5.255) and Botaş (Dörtöl) Oil Terminal (5.258).

Turkish Notice 36/112/20

[NP49-No 1-Wk 44/20]

**Turkey - South-east coast -  
İskenderun Körfezi — Terminal**

175

After Paragraph 5.253 2 line 7 Insert:

**Hunutlu Thermal Power Plant  
5.253a**

- 1 The terminal (36°48'34N 35°51'85E) lies within a restricted area, into which entry is prohibited, and comprises a jetty extending 1¼ miles SE from the shore.

Turkish Notice 36/112/20

[NP49-No 2-Wk 44/20]

**NP50 Newfoundland and Labrador Pilot  
(2016 Edition)**

**Canada — Regulations**

13

Paragraph 1.67 1-3 including heading *Replace by*:

**Protection of the environment  
1.67**

- 1 **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act (SARA)*. The *Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.
- 2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.
- Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.
- 3 *Ballast water Control and Management Regulations* as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

- 4 **National Wildlife Areas (NWAs)** are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

- 5 **Marine Protection Areas (MPAs)** have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

- 6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also [www.parkscanada.gc.ca](http://www.parkscanada.gc.ca).

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see [www.notmar.gc.ca](http://www.notmar.gc.ca).

Canadian Eastern Notice 3/306/19

[NP50-No 17-Wk 17/19]

**Canada - Newfoundland - St John's Harbour —  
Directions; ODAS buoy**

93

After Paragraph 2.30 1 line 6 Insert:

N of a submerged ODAS buoy (47°33'21N 52°34'47W), depth 20 m, thence:

Canadian Notice 6/4846/20

[NP50-No 22-Wk 32/20]

**Canada - Newfoundland - St John's Harbour to  
North Head — Directions; ODAS buoy**

97

After Paragraph 2.42 1 line 3 Insert:

ESE of a submerged ODAS buoy (47°33'21N 52°34'47W), depth 20 m, thence:

Canadian Notice 6/4846/20

[NP50-No 23-Wk 32/20]

**Canada - Newfoundland -  
Placentia Bay — Depths**

130

Paragraph 3.150 1 *Replace by*:

- 1 Between the dangers off-lying Jude Island and those farther to seaward in Placentia Bay there is a channel about 3½ miles wide with depths of 37 m or more, except for Joe Rock (47°10'83N 54°46'74W) which lies on a small bank, with a least depth of 16.6 m, near the middle of the channel, and two patches reported to be 27.4 m 6 cables SSW and 2½ miles SW respectively from Joe Rock.
- 2 A depth of 16.1 m lies in position 47°08'57N 54°51'26W. Spicer Rock (47°14'70N 54°41'45W) lies on another small bank, with a least depth of 14.9 m, at the N end of the channel, with another patch with a least depth of 14.6 m, 1½ miles farther E.

Canadian Notice 6/4016/18

[NP50-No 5-Wk 30/18]

# NP50

## Canada – Newfoundland – South coast – Placentia Bay – North Harbour — Fish haven

145

Paragraph 3.230 2 lines 4–5 *Replace by:*

...havens have been established 4 cables WSW and 6 cables SSW of Charley Rock (47°51'·76N 54°04'·82W) respectively.

Canadian Eastern Notice 7/4839/18

[NP50–No 6–Wk 35/18]

## France – Île Saint-Pierre and Miquelon — Directions; depth

149

Paragraph 4.17 1 line 9 *For* 22 m (12 fm)  
*Read* 15·7 m (51 ft)

French Notice 42/268/18

[NP50–No 11–Wk 47/18]

## Canada – Newfoundland – Burin Peninsula — Directions; buoy

149

Paragraph 4.17 2 line 11 *Replace by:*

...And:  
Clear of a submerged buoy (ODAS) (46°52'·78N  
56°01'·62W) with a depth of 4·8 m, thence:

ENC CA376164

[NP50–No 12–Wk 47/18]

## France – Île Saint-Pierre and Miquelon — Port de Saint-Pierre — Speed limit

152

*After* Centre heading **Arrival information** *Insert:*

### Port operations 4.33a

- 1 The speed limit within the port is 5 kn.

French Notice 50/G4 (2009) 2.4.5/17

[NP50–No 4–Wk 02/18]

## France – Île Saint-Pierre and Miquelon — Pilotage

152

Paragraph 4.35 1 lines 1–4 *Replace by:*

- 1 Pilotage is compulsory for all vessels of more than 35 m in length. The pilot boards at 46°48'·37N 56°07'·73W or, in bad weather, 5 cables within the roadstead.

French Notice 42/275/19

[NP50–No 19–Wk 46/19]

## France – Île Saint-Pierre and Miquelon — Directions; buoy

155

Paragraph 4.52 1 line 5 *Replace by:*

...the S extremity of Miquelon, and:  
Clear of a submerged buoy (ODAS) (46°45'·45N  
56°26'·62W) with a depth of 4·8 m, thence:

*After* Paragraph 4.53 2 line 4 *Insert:*

ESE of an isolated shoal (46°59'·40N 56°12'·48W)  
with a depth of less than 10 m, thence:

French Notice 42/268/18

[NP50–No 13–Wk 47/18]

## France – Newfoundland – Petite Miquelon — Directions; depth

155

Paragraph 4.53 1 line 12 *For* 10·4 m *Read* 9·0 m

French Chart 7640

[NP50–No 10–Wk 40/18]

## France – Île Saint-Pierre and Miquelon — Anchorage

156

*After* Paragraph 4.55 1 line 7 *Insert:*

- 2 An anchorage area for vessels carrying dangerous cargoes has been established, centred on 46°57'·55N 56°32'·65W.

French Notice 42/268/18

[NP50–No 14–Wk 47/18]

## France – Île Saint-Pierre and Miquelon — Pilotage

156

*After* Paragraph 4.56 1 line 5 *Insert:*

**Pilotage.** Pilotage is compulsory within the Anse de Miquelon for all vessels of more than 35 m in length.

French Notice 42/275/19

[NP50–No 20–Wk 46/19]

## France – Newfoundland – Anse de Miquelon — Anchorage

156

Paragraph 4.56 3 lines 7–9 *Replace by:*

Anchorage is not recommended, however, because of the numerous marine farms, and two submarine cables that have been laid through the centre of the bay. Vessels should be ready to leave immediately when strong NE and E winds occur, sending a sea into the bay.

French Notice 34/267/18

[NP50–No 9–Wk 38/18]

## Canada – Newfoundland – South coast – Fortune Harbour — Anchorage

158

Paragraph 4.68 1 lines 1–2 *Replace by:*

- 1 **Anchorage.** Vessels can obtain anchorage in fine weather in The Bight (4.66) in depths from 11 to 18 m, keeping clear of a submarine cable laid to the E, but...

Canadian Eastern Notice 1/4832/19

[NP50–No 16–Wk 08/19]



**Newfoundland – Fortune Bay –  
Fortune Harbour — Buoyage**

**158**

Paragraph 4.69 1 line(s) 11 *For VF4 Read VF2*

Paragraph 4.69 1 line(s) 13 *For VF2 Read VF4*

Canadian Eastern Notice 11/4832/19  
[NP50-No 21-Wk 02/20]

**Canada – Newfoundland – North-east coast –  
Bide Arm — Directions; obstruction**

**362**

Paragraph 10.68 3 line(s) 4 *Replace by:*

...entrance point. An 8 m (26 ft) obstruction (50°47'36N 56°06'13W), reported (2018), lies about 2½ miles NNE of Bide Head.

Canadian Eastern Notice 4/19, ATL 101/13  
[NP50-No 18-Wk 21/19]

**Labrador – Strait of Belle Isle Approaches —  
Caution; ODAS**

**375**

*After Paragraph 11.2 4 line 7 Insert:*

**Caution.** There is a subsurface Ocean Data Acquisition System (ODAS), with a depth of 25 m, NE of Belle Island in position 52°42'39N 53°46'87W.

Canadian Eastern Notice 11/4006/18  
[NP50-No 15-Wk 01/19]

**Canada – Labrador – East coast –  
Lake Melville — Dumping ground**

**428**

Paragraph 12.185 1 lines 5–6 *Replace by:*

...anchor in this area.

Canadian Eastern Notice 7/4728/18  
[NP50-No 7-Wk 35/18]

**Canada – Labrador – East coast –  
Goose Bay — Dumping ground**

**432**

Paragraph 12.209 including heading *Replace by:*

**Spare  
12.209**

Canadian Eastern Notice 7/4728/18  
[NP50-No 8-Wk 35/18]

**Canada – Labrador – Goose Bay Narrows —  
Directions; buoyage; depths; controlling depths**

**433**

Paragraph 12.214 1 lines 10–12 *Replace by:*

SSE of the W extremity of shoal water extending W from Rabbit Island. H20 Light Buoy (starboard hand) (53°23'07N 60°11'30W) and H21 Light Buoy (port hand) mark the limits of the shoal water to the N and S of the channel, respectively. A shoal depth of 8.5 m is reported (2016) to lie close ESE of H21 Light Buoy. Thence:

Canadian Notices 8/4728 & 5052/16  
[NP50-No 1-Wk 39/16]

**Canada – Labrador – Goose Bay Narrows to  
Terrington Basin — Directions; shoal**

**433**

Paragraph 12.214 1 lines 10–12 including existing Section IV Notice Week 39/16. *Replace by:*

SSE of the W extremity of shoal water extending W from Rabbit Island. H20 Light Buoy (starboard hand) (53°23'07N 60°11'30W) and H21 Light Buoy (port hand) mark the limits of the shoal water to the N and S of the channel, respectively. A shoal depth of 7.3 m (24ft) lies close NNW of H21 Light Buoy. Thence:

Canadian Notice 3/4728/17 [NP50-No 2-Wk 18/17]

**Canada – Labrador – Goose Bay Narrows —  
Directions; buoyage; depths; controlling depths**

**454**

Paragraph 13.111 1 lines 1–3 *Replace by:*

1 There is a least charted depth along the inshore route of 5.5 m (56°27'20N 61°33'93W) in The Bridges Passage (13.118).

Canadian Notices 8/4728 & 5052/16  
[NP50-No 3-Wk 39/16]

**NP51 New Zealand Pilot (2015 Edition)**

**Navigation and regulations – Radio facilities —  
Radio navigational warnings**

**5**

Paragraph 1.36 1 line 3 *Replace by:*

...New Zealand are responsible for navigation...

Paragraph 1.36 1 lines 6–12 *Replace by:*

Address: Maritime New Zealand,  
RCCNZ  
41 Percy Cameron Street  
Avalon Studios Level 1,  
PO Box 30050,  
Lower Hutt 5040,  
New Zealand.  
E-mail: [rccnz@maritimenz.govt.nz](mailto:rccnz@maritimenz.govt.nz)  
Website: [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

Corr. Maritime NZ 4.6.17 [NP51-No 32-Wk 27/17]

# NP51

## North Island - Cape Maria van Diemen — Directions; light sector

72

Paragraph 2.32 2 line 6 *For* 130° to 146° *Read* 141° and 145°

New Zealand Notice 10/81/18

[NP51-No 42-Wk 23/18]

## North Island - West coast - Manukau Harbour — Regulations

81

Paragraph 2.127 1 lines 5-10 *Replace by:*

...Co-ordinator, Onehunga. In general, the Port Authority strongly advises against entry or departure by night. Specifically, vessels of 40 m LOA or more and vessels of 500 gt or greater, may not cross the bar between the hours of sunset and sunrise.

New Zealand Notice 14/108/18

[NP51-No 49-Wk 32/18]

## North Island - West coast - Manukau Harbour — Prohibited anchorage

82

Paragraph 2.129 1 lines 2-3 *Delete*

New Zealand Notice 14/108/18

[NP51-No 50-Wk 32/18]

## North Island - West coast - Manukau Harbour — Signal station

82

Paragraph 2.136 1 lines 1-7 including heading *Replace by:*

### Spare 2.136

New Zealand Notice 14/108/18

[NP51-No 51-Wk 32/18]

## North Island - West coast - Port Taranaki — Anchorage; pilotage

94

Paragraph 2.229 1 line 6 *Replace by:*

...and mud, 1 mile N of the...

*After* Paragraph 2.229 2 *Insert:*

- 3 **Caution.** Extreme caution is advised when anchoring within the vicinity of Port Taranaki due to the poor nature of the holding ground.

Paragraph 2.230 1 lines 5-6 *Replace by:*

...by the law. Ships may not anchor within the harbour limits unless under pilotage instruction. The notice required for a pilot is the same as that for ETA.

New Zealand Chart 4432

[NP51-No 60-Wk 26/19]

## North Island - West coast - Port Taranaki — Pilotage

94

Paragraph 2.230 2 line 1 *For* 39°00'·54S *Read* 39°00'·00S

New Zealand Notice 26/209/17

[NP51-No 41-Wk 03/18]

## North Island - Wanganui — Entry; light

104

Paragraph 3.49 2 lines 4-7 *Replace by:*

Close SSE of the head of North Mole (39°56'·92S 174°58'·80E), thence:

NZ Notice 18/186/16

[NP51-No 1-Wk 39/16]

## North Island - Wellington — Limiting conditions; under-keel clearance

123

Paragraph 4.46 1 line(s) 3 *For* 0·9 m *Read* 0·6 m

CentrePort Wellington Marine Brochure

[NP51-No 63-Wk 52/19]

## North Island - Wellington Harbour — Directions; leading lights

128

*After* Paragraph 4.66 3 line 10 *Insert:*

### Directions for leaving harbour 4.66a

#### 1 Hinds Point Leading Lights:

Front light (Main Entrance Front Light) (41°19'·06S 174°51'·35E) (4.64).

Rear light (Hinds Point) (white aluminium tower, 6 m in height) (1 mile from front light).

- 2 From a position in the harbour entrance 1¾ miles SSW of Somes Island Light (41°15'·58S 174°51'·82E), the alignment (168°) of these lights and the white sector (165°-170°) of Hinds Point Light, leads 1 mile SSE, passing:

ENE of Point Gordon (41°17'·75S 174°50'·20E) (4.67) and:

WSW of Hope Shoal Light (41°17'·79S 174°51'·85E) (4.64).

- 3 Thence the track leads 1½ miles S within the white sector (176·5°-187·5°) of Pencarrow Head Light (white tower, concrete base, 17 m in height) (41°21'·57S 174°50'·87E), passing:

Close E of Falcon Shoals Light Beacon (41°18'·26S 174°51'·03E) (4.64), thence:

W of Main Entrance Front light (4.64), thence:

E of Steeple Rock Light Beacon (41°19'·46S 174°50'·74E) (4.64).

- 4 Thence the track leads generally SSW within the white sector (014°-019°), astern, of Hope Shoal Light (41°17'·79S 174°51'·85E) (4.64), passing:

ESE of Barrett Reef (41°20'·65S 174°50'·15E), thence:

WNW of Pencarrow Head Light.

The track then continues to a position in the vicinity of the pilot boarding areas (4.54).

New Zealand Notice 23/83/19; ENC NZ546341; NZ404633

[NP51-No 64-Wk 52/19]

**North Island - Wellington Harbour -  
Evans Bay — Directions; berths**

130

Paragraph 4.70 1 line(s) 3 *For* 10.3 m *Read* 9.1 m

CentrePort Wellington Marine Brochure

[NP51-No 65-Wk 52/19]

**South Island - Tory Channel — Pilotage**

139

Paragraph 4.164 2 lines 1-4 *Replace by*:

- 2 **Pilot boarding place.** In view of the heavy ferry traffic in Tory Channel, all foreign vessels...

New Zealand Notice 12/92/18 [NP51-No 43-Wk 29/18]

**South Island - Tory Channel —  
Traffic regulations**

140

Paragraph 4.165 2 line 4 *For* Controlled *Read* Critical

Paragraph 4.165 2 line 7 *For* 3-8 *Read* 3-5

Paragraph 4.165 2 line 8 *For* 41°12'7S 174°19'1E  
*Read* 41°12'70S 174°19'10E

Paragraph 4.165 3 line 1 *For* Controlled  
*Read* Tory Channel Critical

New Zealand Notice 12/92/18 [NP51-No 44-Wk 29/18]

**South Island - Queen Charlotte Sound -  
Perano Shoal — Directions; buoy; anchorage**

142

Paragraph 4.182 2 line 2 *Replace by*:

...marked by a light buoy (isolated danger),  
around which anchoring is prohibited, thence:

New Zealand Chart 6153/18 [NP51-No 48-Wk 31/18]

**South Island - West Cape to  
Windsor Point — Directions**

177

Paragraph 5.184 *Replace by*:

- 1 From a position not less than 2 miles off West Cape (45°54'27S 166°25'60E), the coastal route leads S, then SE across the entrances to Chalky and Preservation Inlets, to a position SW of Windsor Point (5.182). The cautions given at 5.99 should be observed, passing:
- 2 W of Cape Providence Light (white GRP tower, 4 m in height) (45°59'89S 166°27'03E), standing 1 mile NW of Cape Providence (46°00'68S 166°28'28E), thence:

W of a dangerous rock (46°01'49S 166°26'74E), which lies to the W of Providence Rocks (46°01'20S 166°28'00E), extending 1¼ miles S from Cape Providence, thence:

- 3 W of a 12.1 m depth (46°02'10S 166°26'32E), upon which the sea may break; a 16.2 m depth lies 4¼ cables SSW. Thence:

W of Chalky Island (46°03'00S 166°31'30E), which lies in the entrance to Chalky Inlet (5.186).

The track then leads SE, passing:

- 4 SW of Table Rock (46°05'69S 166°30'86E), which is like a brown box and is conspicuous from all directions, thence:

SW of Balleny Reef (46°06'35S 166°32'96E), lying on the NW side of the entrance to Preservation Inlet (5.196); the sea breaks heavily over the reef and is evident even in fair weather. Thence:

- 5 SW of Puysegur Point (46°09'38S 166°36'59E), long and sloping, on which stands a light (5.183), thence:

SW of Marshall Rocks (46°10'52S 166°36'57E), the above-water part of which is flat-topped and easily distinguished, thence:

To a position SW of Windsor Point (5.182).  
(*Directions continue for the coastal route at 6.22*)  
(*Directions are given, for Chalky Inlet at 5.187*  
*and for Preservation Inlet at 5.197*)

NZ Notice 18/187(P)/16

[NP51-No 2-Wk 39/16]

**Foveaux Strait - Stewart Island - East coast -  
Muttonbird Islands — Position**

203

Paragraph 6.117 1 line(s) 7-8 *For* (47°12'00S 167°25'00E) *Read* (46°50'70S 168°13'80E)

New Zealand Chart 69/2016 [NP51-No 69-Wk 16/20]

**Foveaux Strait - Stewart Island - Abbot Passage  
- Muttonbird Islands — Position**

204

Paragraph 6.124 2 line(s) 2 *For* (47°12'00S 167°25'00E) *Read* (46°50'70S 168°13'80E)

Paragraph 6.125 2 line(s) 5-6 *For* (47°12'00S 167°25'00E) *Read* (46°50'70S 168°13'80E)

New Zealand Chart 69/2016 [NP51-No 70-Wk 16/20]

**Foveaux Strait - Stewart Island - Paterson Inlet  
and approaches - Muttonbird Islands — Position**

205

Paragraph 6.128 1 line(s) 11 *For* (47°12'00S 167°25'00E) *Read* (46°50'70S 168°13'80E)

Paragraph 6.129 1 line(s) 7 *For* (47°12'00S 167°25'00E) *Read* (46°50'70S 168°13'80E)

New Zealand Chart 69/2016 [NP51-No 71-Wk 16/20]

# NP51

## North Island – North Cape to Karaui Point — Directions

210

Paragraph 7.11 1 line 9 *For* Island, *Read* Island.

Paragraph 7.11 1 line 10 *Replace by:*

**Caution.** There exists a rock (34°46'·73S 173°23'·78E) depth 3.7 m, in the channel between Rocky Island and Cape Karikari. Thence:

NZ Notice 244(P)/24/15

[NP51-No 3-Wk 51/15]

## North Island – Parengarenga Harbour — Directions

211

After Paragraph 7.13 3 line 8 *Insert:*

S of an unnamed drying bank (34°31'·24S 172°59'·69E), thence:

S of a stranded wreck (34°31'·20S 172°59'·44E) to the N of a line of breakers, and:

N of a drying bank (34°31'·42S 172°59'·45E). Two stranded wrecks lie on the S side of the bank. Thence:

Paragraph 7.13 4 lines 5–9 *Replace by:*

...Kokota (34°31'·51S 172°57'·82E).

Paragraph 7.13 5 line 1 *Replace by:*

5 Once W of Parengarenga Harbour Light, the harbour opens out...

New Zealand Chart 5111

[NP51-No 4-Wk 05/17]

## North Island – North Cape to Karaui Point — Directions

212

After Paragraph 7.19 2 line 10 *Insert:*

An 8 m shoal (34°56'·57S 173°29'·62E).

A rock (34°56'·63S 173°29'·61E), depth 1.6 m.

NZ Notice 244(P)/24/15

[NP51-No 5-Wk 51/15]

## North Island – Bay of Islands — Pilotage, anchorages

217

Paragraph 7.51 1 line 1 *For* 35°12'·90S 174°07'·80E *Read* 35°12'·55S 174°08'·02E

NZ Notice 240/24/15

[NP51-No 6a-Wk 51/15]

## North Island – Bay of Islands — Pilotage, anchorages

219

Paragraph 7.60 1 lines 7–9 *Replace by:*

...of the pilotage area (7.51).

**Caution.** Attention is drawn to the following detached dangers:

2 An underwater rock (35°14'·84S 174°08'·58E), depth 6.4 m.

An underwater rock (35°14'·90S 174°08'·62E), depth 4.4 m.

Oturori Rock (35°14'·99S 174°08'·68E), depth 1.1 m, a dangerous rock lying to the S of the anchorage.

An underwater rock (35°15'·05S 174°08'·71E), depth 4.4 m.

An underwater rock (35°15'·17S 174°08'·36E), depth 6.5 m.

NZ Notice 246(P)/24/15

[NP51-No 6b-Wk 51/15]

## North Island – Whangarei Harbour — Anchorages

230

Paragraph 7.126 1 lines 1–9 *Replace by:*

1 **Outer anchorage.** The following anchorages have been established:

Area A  
(anchor berths A1 to A4)

35°52'·40S 174°34'·50E

35°52'·40S 174°36'·10E

35°53'·40S 174°36'·10E

35°53'·40S 174°34'·50E

35°55'·80S 174°32'·30E

Area B  
(anchor berths B1 to B3)

35°55'·80S 174°33'·90E

35°57'·80S 174°33'·90E

New Zealand Notice 15/136/2017

[NP51-No 35-Wk 39/17]

## North Island – East coast – Portland – Whangarei Harbour — Directions; leading lights

233

Paragraph 7.137 1 line 13 *Replace by:*

...(35°47'·10S 174°22'·20E).

### Portland Leading Lights:

Front light (timber pole, 3 m in height) (35°48'·06S 174°19'·99E).

Rear light (similar structure) (1½ cables from front light).

The alignment (240°) of these lights leads WSW, passing:

New Zealand Notice 18/62/20

[NP51-No 74-Wk 44/20]

## North Island – East coast – Mahurangi Harbour — Restricted area

243

After Paragraph 8.39 1 line 8 *Insert:*

**Restricted area.** Vessels greater than 500 gt or 40 m LOA are required to seek permission from the Regional Harbour Master before entering the area.

Chart NZ 5321

[NP51-No 54-Wk 41/18]



**Hauraki Gulf – Auckland approaches –  
Traffic regulations; reporting**

245

Paragraph 8.53 1 line 1 *Replace by:*

- 1 **Reporting.** All vessels over 40 m LOA and any vessel of 500 grt or greater, entering the...

Correspondence NZ Hydrographic Office 10/17

[NP51–No 36–Wk 46/17]

**Auckland approaches –  
Motuihe Channel — Directions**

249

Paragraph 8.58 3 line 2 *For NW Read NE*

Correspondence NZ Hydrographic Office 10/17

[NP51–No 37–Wk 46/17]

**North Island – Auckland – Waiheke Island –  
Matiatia Bay — Anchorage**

251

*After Paragraph 8.67 1 line 8 Insert:*

- 2 **Anchorage.** Anchorage W (36°46'·50S 174°58'·50E), situated 5¾ cables NNW of Te Whetumatarau Point (8.58); depth 21 m, sand.

New Zealand Notice 15/56/20 [NP51–No 73–Wk 36/20]

**North Island – Auckland — Wreck**

252

*After Paragraph 8.83 1 line 5 Insert:*

**Caution.** A wreck (36°43'·47S 174°52'·56E), (reported 2016), with a least depth of 18·1 m, lies between outer anchorage No 4 and No 6.

NZ Notice 24/236P/16

[NP51–No 7–Wk 51/16]

**Auckland approaches – Tamaki Strait —  
Local knowledge**

263

Paragraph 8.136 1 *Replace by:*

- 1 Approaching from NE through the main Waiheke Channel is possible at all times. Local knowledge is required at night for Sandspit Passage (8.147), Ruthe Passage (8.146), and between Pakatoa and Rotoroa Islands (8.142).

Correspondence NZ Hydrographic Office 10/17

[NP51–No 38–Wk 46/17]

**North Island – Auckland Approaches –  
Tamaki Strait — Directions; wreck**

263

Paragraph 8.143 2 lines 3–4 *Replace by:*

NNE of a 5·2 m patch (36°51'·13S 175°01'·60E), thence:

Clear of a wreck (36°50'·26S 175°01'·22E), thence:

New Zealand Notice 24/148/18

[NP51–No 56–Wk 51/18]

**North Island – East coast –  
Tauranga approaches — Exclusion zones**

274

*After Paragraph 9.12 1 line 6 Insert:*

**Exclusion zone  
9.12a**

- 1 An exclusion zone of 2 miles radius, applicable to all vessels of 500 gt and over, has been established at Volkner Rocks (37°28'·62S 177°08'·01E).

NZ Notice 10/103(P)/16

[NP51–No 8a–Wk 25/16]

**North Island – East coast –  
Tauranga approaches — Exclusion zones**

276

*After Paragraph 9.20 1 line 5 Insert:*

**Exclusion zone  
9.20a**

- 1 An exclusion zone of 1 mile radius, applicable to all vessels of 500 gt and over, has been established at Penguin Shoal (37°26'·75S 176°20'·16E).

NZ Notice 10/103(P)/16

[NP51–No 8b–Wk 25/16]

**North Island – East coast –  
Tauranga — Anchorages**

282

Paragraph 9.50 1 lines 10–11 *Delete*

Paragraph 9.50 2 lines 1–6 *Replace by:*

2 **Anchor berths:**

Quarantine anchorage – 37°36'·80S 176°14'·34E.  
No 1 – 37°37'·49S 176°15'·21E. (Note – No 1 anchorage lies in the E corner of Spoil Ground 'G')  
No 2 – 37°37'·49S 176°15'·21E.  
No 3 – 37°38'·29S 176°16'·21E.  
No 4 – 37°33'·40S 176°10'·00E.  
No 5 – 37°32'·70S 176°09'·00E.  
No 6 – 37°30'·60S 176°08'·20E.

New Zealand chart NZ 541

[NP51–No 9–Wk 03/16]

# NP51

## North Island - Bay of Plenty - Tauranga — Anchorages

282

Paragraph 9.50 2 lines 1-6 including existing Section IV  
Notice Week 03/16 *Replace by:*

### 2 **Anchor berths:**

- Quarantine anchorage - 37°36'·80S 176°14'·34E.  
No 1 - 37°36'·48S 176°13'·71E. (This anchorage  
lies in the E corner of a spoil ground).  
No 2 - 37°37'·49S 176°15'·21E.  
No 3 - 37°38'·29S 176°16'·91E.  
No 4 - 37°33'·40S 176°10'·00E.  
No 5 - 37°32'·40S 176°10'·00E.  
No 6 - 37°30'·40S 176°09'·20E.

New Zealand Notice 22/138/18

[NP51-No 55-Wk 47/18]

## North Island - Tauranga - Maunganui Roads and Stella Passage — Directions; beacons

285

Paragraph 9.63 1 lines 1-9 *Replace by:*

- 1 From the vicinity of P7 Light Beacon the track  
leads S through Maunganui Roads and Stella  
Passage, which are marked by light beacons, passing  
E of No 17 Light Beacon (starboard hand) (37°39'·31S  
176°10'·60E), which stands at the N entrance point to  
Otumoetai Channel. Thence the track leads to a  
position E of Town Reach Light Beacon (special)  
(37°39'·96S 176°10'·59E), which marks the S limit of  
the dredged, deep-water channel.

NZ Notice 26/262(P)/16

[NP51-No 10-Wk 24/17]

## North Island - Tauranga - Town Reach — Directions; beacons

285

Paragraph 9.65 2 lines 1-7 *Replace by:*

- 2 **Directions** (*continued from 9.63*). From E of Town  
Reach Light Beacon (special) (37°39'·96S  
176°10'·59E) the track leads SSW through Town  
Reach, passing:  
WNW of No 10 Light Beacon (port hand) (37°40'·12S  
176°10'·60E), and:  
WNW of No 12 Light Beacon (port hand) (37°40'·26S  
176°10'·54E).

NZ Notice 26/262(P)/16

[NP51-No 11-Wk 24/17]

## North Island - Tauranga - Town Reach — Directions; useful marks

286

Paragraph 9.65 4 lines 1-5 *Delete*

ENC NZ505412

[NP51-No 12-Wk 24/17]

## North Island - Tauranga - Western Channel — Directions; buoyage

286

Paragraph 9.66 2 lines 1-12 *Replace by:*

- 2 **Directions.** From a position about 2½ cables SE of  
Panepane Point (37°38'·12S 176°09'·72E) the track  
through Western Channel leads SW, passing:  
Between No 1 Light Buoy (starboard hand)  
(37°38'·30S 176°09'·82E) and No 3 Light Buoy (N  
cardinal) (37°38'·40S 176°09'·99E), thence:  
Over a 2·8 m patch (37°38'·45S 176°09'·80E) lying  
on a bar at the entrance of the channel, thence:  
NW of WC2 Light Buoy (port hand) (37°38'·68S  
176°09'·69E), thence:

Paragraph 9.66 3 lines 1-4 *Replace by:*

- 3 SE of WC3 Light Buoy (starboard hand)  
(37°38'·57S 176°09'·51E), whence the track is  
generally W through the marked channel,  
passing:  
S of the S point of Matakana Island. A small wharf  
extends SSW from the point. Thence:

NZ Notice 26/262(P)/16

[NP51-No 13-Wk 24/17]

## North Island - Tauranga - Otumoetai Channel — Directions; beacons

286

Paragraph 9.67 1 lines 1-12 *Replace by:*

- 1 **General information.** Otumoetai Channel leads W  
from Maunganui Roads in the vicinity of No 17 Light  
Beacon (starboard hand) (37°39'·31S 176°10'·60E) to  
Tauranga Marina (37°39'·66S 176°09'·98E), and  
thence generally WNW to connect with Western  
Channel NW of W Otumoetai Light Beacon (W  
cardinal) (37°39'·07S 176°08'·92E). A swashway,  
entered opposite the marina connects the two  
channels. Otumoetai Channel has a least charted  
depth of 5·6 m over a width of about ½ cable for the  
first 1½ miles, whence it shoals to 2·1 m towards its  
junction with Western Channel and the swashway has  
a least charted depth of 1·8 m.

Paragraph 9.67 3 lines 1-12 *Replace by:*

- 3 **Directions.** From a position ¾ cable SSE of No 17  
Light Beacon the track through Otumoetai Channel  
leads generally W, passing:  
S of Otumoetai A Light Beacon (starboard hand)  
(37°39'·38S 176°10'·13E), thence:  
N of a breakwater at the seaward end of which a light  
(platform) is exhibited (37°39'·54S 176°09'·92E),  
on the N side of the entrance to Tauranga Marina.

NZ Notice 26/262(P)/16

[NP51-No 14-Wk 24/17]

**North Island – East coast –  
Tauranga approaches — Exclusion zones**

**290**

After Paragraph 9.81 2 line 7 *Insert*:

**Exclusion zones  
9.81a**

- 1 Exclusion zones, applicable to all vessels of 500 gt and over, have been established at:

Name	Position	Radius
Okaparu Reef	37°34'·91S 176°21'·67E	1·5 miles
Brewis Shoal	37°34'·14S 176°22'·83E	1·5 miles
Astrolabe Reef	37°32'·45S 176°25'·62E	2·0 miles
Volkner Rocks	37°28'·62S 177°08'·01E	2·0 miles

NZ Notice 10/103(P)/16 [NP51-No 15-Wk 25/16]

**North Island – East coast –  
Whakatane River — Description**

**291**

Paragraph 9.89 1 line 3 *For* 2·1 m *Read* 1·1 m

NZ Notice 22/02/16 [NP51-No 16-Wk 06/16]

**North Island - East coast – East Cape to  
Mahia Peninsula – Gisborne — Anchorages**

**298**

Paragraph 9.133 *Replace by*:

**Anchorages  
9.133**

- 1 **Outer Anchorages.** The port of Gisborne has three designated anchorages, all in 17–20 m, fine sand, in the following positions:

No 1: 38°43'·26S 177°58'·60E  
No 2: 38°43'·26S 177°59'·30E  
No 3: 38°43'·26S 178°00'·00E

- 2 A spoil ground lies 3 cables NE of this position.  
**Prohibited anchorage** exists in the vicinity of a submarine pipeline, which extends 6 cables SW from a position on the shore 1 mile ESE of S Breakwater Head Light (38°40'·68S 178°01'·12E).

Anchorage is also prohibited in the N part of Poverty Bay within an area enclosed by the arc of a circle, radius 1½ miles, centred on the front harbour leading light (38°40'·49S 177°59'·27E), and the shore.

- 3 **Passenger vessels** conducting tendering however, may anchor within the prohibited anchorage area at the following position:

Inner Anchorage: 38°41'·00S 178°00'·00E

Anchorage obtained in this area must be such that vessels remain 500 m clear of the channel entrance buoy (port hand) (38°41'·01S 178°00'·30E).

New Zealand Chart NZ505571 [NP51-No 17-Wk 02/16]

**North Island – East coast –  
Gisborne — Anchorages**

**298**

Paragraph 9.133 including heading and existing Section IV Week 02/16 *Replace by*:

**Anchorages  
9.133**

- 1 **Outer anchorages.** The port of Gisborne has three designated anchorages, all in depths from 17–20 m, fine sand, in the following positions:

No 1: 38°43'·26S 177°58'·60E  
No 2: 38°43'·26S 177°59'·30E  
No 3: 38°43'·26S 178°00'·00E

A spoil ground lies in the N sector of these anchorages.

- 2 **Prohibited anchorage** exists in the vicinity of a submarine pipeline, which extends 6 cables SW from a position on the shore 1 mile ESE of S Breakwater Head Light (38°40'·68S 178°01'·12E).

Anchorage is also prohibited in the N part of Poverty Bay within an area enclosed by the arc of a circle, radius 1½ miles, centred on the front harbour leading light (38°40'·49S 177°59'·27E), and the shore.

New Zealand Notice 14/133/17 [NP51-No 34-Wk 35/17]

**North Island – East coast –  
Gisborne — Directions; lights**

**300**

Paragraph 9.139 1 lines 5–12 *Delete*

Paragraph 9.139 2 lines 3–4 *Replace by*:

...entrance to Poverty Bay, the white sector (329°–331°) of the directional light leads through the bay to the vicinity of the...

New Zealand Chart 5571/16 [NP51-No 18-Wk 30/16]

**North Island - Gisborne — Directions; entry**

**300-301**

Paragraph 9.140 1-5 *Replace by*:

**Entrance Channel Leading Lights:**

Front light (orange triangle point up, on black metal tower, 7 m in height) (38°40'·38S 178°01'·59E), near the training wall.

Rear light (orange triangle point down, on black metal tower, 11 m in height) (1½ cables from front light).

- 2 From a position WSW of the light buoy (starboard hand) (38°41'·10S 178°00'·38E), the alignment (054·5°) of these lights leads NE through the centre of the entrance channel, marked by light buoys (lateral), between rocks or shoals with a least swept depth of 6·2 m, into the harbour, passing:

- 3 NW of the S breakwater head (38°40'·68S 178°01'·12E), from where a light (9.139) is exhibited. Rocky shoals, with a least depth of 3·1 m, extend ½ cable SW of the head of the breakwater. Thence:

- 4 SE of the S end of Butlers Wall (38°40'·57S 178°01'·19E), on which stands a light (red tubular structure, 4 m in height).

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The track then leads through the swinging basin (38°40'48S 178°01'29E), E of Butlers Wall, to the berths (9.141) and the channel leading to Kaiti Basin (38°40'20S 178°01'78E).

New Zealand Notice 23/85/19; ENC NZ505571  
[NP51-No 66-Wk 52/19]

### North Island - Hawke Bay — Rocket launch precautionary area

302

After paragraph 9.145 *Add*:

#### Precautionary rocket launch area 9.145a

- 1 Rocket launch operations are conducted from Mahia Peninsula. A rectangular precautionary area has been established within the following points:

39°10'17S 178°37'00E,  
39°56'50S 178°37'00E,  
39°56'50S 177°25'00E,  
39°10'17S 177°25'00E.

Temporary launch hazard areas, marked by V-AIS, will be formed within the precautionary area during launch operations. Entry into the temporary hazard areas is prohibited. For further information, see *Annual New Zealand Notice to Mariners No 19*.

New Zealand Notice 19/77/19 [NP51-No 62-Wk 43/19]

### North Island - Hawke Bay — Directions; pilotage; anchorages

303

Paragraph 9.161 2 line 2 *For* 39°25'08S 176°58'57E *Read*  
39°24'50S 176°59'40E

Paragraph 9.161 2 line 4 *For* 3¼ *Read* 4

Paragraph 9.162 2 line 9 *For* 39°25'08S 176°58'57E *Read*  
39°24'50S 176°59'40E

New Zealand Chart 56 [NP51-No 19a-Wk 12/17]

### North Island - Hawke Bay — Directions; pilotage; anchorages

304

Paragraph 9.166 2 lines 1-4 *Replace by*:

- 2 **Prohibited anchorages** exist at the seaward end of two submarine pipelines, both marked by two light buoys (special), in the following positions:

39°34'64S 176°58'05E.  
39°32'47S 176°56'20E.

New Zealand Chart 56 [NP51-No 19b-Wk 12/17]

### North Island - East coast - Napier - Breakwater Harbour — Directions; lights

305-307

Paragraph 9.182 2-3 *Delete*

Paragraph 9.183 1-2 *including existing Section IV Notice Week 16/16 Replace by*:

#### 1 Breakwater Harbour Leading Lights:

Front light beacon (red triangle, point up on red and yellow pole) (39°28'48S 176°54'81E).

Rear light beacon (red triangle, point down on red and yellow pole) (1½ cables from front light).

- 2 The alignment (168°) of these lights, in the white sector (167°-169°) of the rear light beacon, situated on the reclaimed land W of Breakwater Harbour, leads through the outer part of the entrance channel, marked by light buoys (lateral), to a position W of the breakwater head (39°28'25S 176°54'93E), from where a light (white metal tower, 7 m in height) is exhibited.

**Lights in line.** The alignment (171°) of a pair of lights (39°28'47S 176°54'70E) exhibited from reclaimed land W of Breakwater Harbour indicates the W limit of the dredged Breakwater Harbour approach channel.

A second pair of lights in line (166°) have been established to mark the W limit of the turning basin. The front light (39°28'48S 176°54'68E) is 226 m N of the rear light.

New Zealand Notice 13/50(P)/20

[NP51-No 72-Wk 31/20]

### Napier - Breakwater Harbour — Directions; light

307

Paragraph 9.183 1 line 3 *For* (39°28'47S 176°54'70E) *Read* (39°28'46S 176°54'80E)

New Zealand Chart 5612 [NP51-No 20-Wk 16/16]

### South Island - East coast - Cape Campbell to Conway Flat — General information; depths

314

After Paragraph 10.8 1 line 11 *Insert*:

#### Depths 10.8a

- 1 Due to seismic activity (2016), depths significantly shoaler than charted have been reported between Cape Campbell (41°43'74S 174°16'56E) (4.211) and Conway Flat (42°37'22S 173°27'59E).

NZ Notice 9/96/17

[NP51-No 21-Wk 22/17]

### South Island - Cook Strait - Cape Campbell — Directions; rocks

315

Paragraph 10.16 2 lines 4-6 *Replace by*:

ESE of a 8.7 m rocky patch (41°45'94S 174°17'20E) lying about 1 mile SSW of Shepherdess Reef, thence:



ESE of a 5.5 m rocky patch (41°49'00S 174°14'55E), position approximate, off Long Point. A rock, with a depth of 3.5 m, lies 3 cables WNW.

New Zealand Notice 15/113/18

**[NP51-No 52-Wk 34/18]**

**South Island – Lyttelton – Godley Head — Light**

**317**

Above Paragraph 10.31 heading *Insert*:

**Principal mark**

**10.30a**

**1 Major light:**

Godley Head (grey steel pole, 4 m in height) (43°35'22S 172°48'43E).

NZ Notice 04/37/16

**[NP51-No 22a-Wk 10/16]**

**South Island - East coast - Pegasus Bay - Approaches to Lyttelton — Directions; wreck**

**318**

After Paragraph 10.32 *2* line 8 *Insert*:

Clear of a dangerous wreck (43°27'89S 173°11'97E), position approximate.

New Zealand Chart 63

**[NP51-No 61-Wk 33/19]**

**South Island - Lyttelton Harbour — Directions; pilotage**

**318**

Paragraph 10.32 *3* line(s) 1–9 *Replace by*:

- 3** Thence the track leads to the vicinity of the Lyttelton outer pilot boarding position (10.49), located ENE of Awaroa (Godley Head) (43°35'27S 172°48'51E), a dark red volcanic cliff with a white patch on its face, which forms the N side of the entrance to Lyttelton Harbour. The head has some buildings and trees close W of its summit. Adderley Head, 1¼ miles SE of Awaroa, is bold and precipitous and forms the S entrance point to Lyttelton Harbour.

New Zealand Notice 20/67/20

**[NP51-No 75-Wk 49/20]**

**South Island - Lyttelton Harbour — Depth**

**319**

Paragraph 10.41 *1* line 3 *For* 11.9 m *Read* 13.3 m

New Zealand Notice 25/152(P)/18

**[NP51-No 57-Wk 02/19]**

**South Island - Lyttelton Harbour — Anchorage**

**319**

Paragraph 10.47 *1* lines 1–6 *Replace by*:

- 1** Vessels which require to anchor, should do so about 2½ miles NNE of Godley Head (43°35'27S 172°48'50E), in the quarantine anchorage in position 43°33'00S 172°50'00E.

New Zealand Notice 25/152(P)/18

**[NP51-No 58-Wk 02/19]**

**South Island - Lyttelton Harbour — Pilotage**

**320**

Paragraph 10.49 *1* lines 6–8 *Replace by*:

Pilot boarding positions are 2 miles and 2¼ miles ENE of Godley Head (43°35'27S 172°48'50E).

New Zealand Notice 25/152(P)/18

**[NP51-No 59-Wk 02/19]**

**South Island - Lyttelton Harbour — Pilotage**

**320**

Paragraph 10.49 *1* line(s) 1–10 including existing Section IV Notice Week 02/19 *Replace by*:

- 1** The seaward limit of pilotage is E of a line joining Awaroa and Adderley Head.  
Pilotage is compulsory for all vessels over 500 gt, and 40 m LOA.  
Notice for pilot is the same as for ETA.  
Pilot boarding positions:  
Plt A (outer) (43°34'22S 172°52'93E);  
Plt B (43°34'91S 172°51'22E).  
Pilot vessel is an orange launch. Large bulk carriers may be boarded by helicopter.

New Zealand Notice 20/67/20

**[NP51-No 76-Wk 49/20]**

**South Island – Lyttelton – Godley Head — Light**

**320**

After Paragraph 10.58 *3* line 1 *Insert*:

Godley Head (grey steel pole, 4 m in height) (43°35'22S 172°48'43E).

NZ Notice 04/37/16

**[NP51-No 22b-Wk 10/16]**

**South Island - East coast - Lyttelton Harbour — Directions; lights**

**320**

Paragraph 10.58 *3* including existing Section IV Notice Week 10/16 *Replace by*:

**3 Major lights:**

Godley Head Light (43°35'22S 172°48'43E) (10.30a).

# NP51

Paragraph 10.59 1 lines 5–9 *Replace by:*

**Direction light.** The narrow white sector (241°1'–241°6') of Purau Bay Direction Light (orange rectangle on white tower, 8 m in height) (43°36'·81S 172°46'·44E), which has a daylight range of 5 miles, leads WSW from the vicinity of the pilot boarding place (10.32) into the harbour, passing:

New Zealand Chart 6321/20 [NP51–No 67–Wk 08/20]

## South Island – East coast – Lyttelton Harbour — AIS

320

After Paragraph 10.58 3 line 9 *Insert:*

### Other aids to navigation

#### 10.58a

##### 1 AIS:

Light buoy (special) (43°34'·38S 172°53'·45E).

For details see *Admiralty List of Radio Signals Volume 2*.

NZ Notice 02/25/17 [NP51–No 23–Wk 07/17]

## South Island – Lyttelton Harbour — Directions

320–321

Paragraph 10.59 1–2 *Replace by:*

- 1 **Caution.** Adderley Head (43°36'·24S 172°49'·60E) (10.32) should be given a wide berth, except in calm conditions, owing to a dangerous backwash from the cliffs.

**Direction light.** The narrow white sector (241°1'–241°6') of Purau Bay Direction Light (orange rectangle on white tower, 8 m in height) (43°36'·81S 172°46'·44E), leads WSW from the vicinity of the pilot boarding place (10.49) into the harbour, passing:

- 2 SSE of Awaroa and NNW of Adderley Head, 1¼ miles SE, thence:

SSE of a light buoy (special), 1 mile SW of Awaroa, which marks the outer edge of a spoil ground.

Thence the track crosses the seaward end of the dredged approach channel leading to Lyttelton.

New Zealand Notice 20/67/20 [NP51–No 77–Wk 49/20]

## South Island – East coast – Lyttelton Harbour — Directions; lights

321

Paragraph 10.60 1 lines 1–7 *Replace by:*

- 1 **Kamautaurau (Shag Reef) Leading Lights:**  
Front light (orange rectangle on white beacon, 8 m in height) (43°36'·85S 172°42'·83E).  
Rear light (similar structure) (5½ cables from front light).

Paragraph 10.60 2 lines 1–8 *Replace by:*

- 2 From a position about 1¼ cables ENE of Purau Bay Direction Light (10.59), the alignment (260°6') of these lights leads through the dredged approach channel, marked by light buoys (lateral), passing:

New Zealand Chart 6321/20 [NP51–No 68–Wk 08/20]

## East coast of South Island – Banks Peninsula — General information; marine reserves; marine mammal sanctuary

323

Paragraph 10.74 1 lines 1–4 *Replace by:*

- 1 **Marine mammal sanctuary** is established within 12 miles of the coast around Banks Peninsula between Waipara River (43°09'·25S 172°47'·90E) and Rakaia River (43°54'·00S 172°12'·55E); see the chart. Certain fishing and acoustic seismic survey activities are restricted.

New Zealand Chart 64 [NP51–No 24–Wk 52/16]

## South Island – Lyttelton Harbour – Adderley Head to Timutimu Head — Directions; pilotage

323

Paragraph 10.77 1 line(s) 1–8 *Replace by:*

- 1 Attention is drawn to the cautions at 10.5.  
From the vicinity of Lyttelton outer pilot boarding position (10.49), the coastal route leads initially ESE following the coast for about 20 miles, passing:  
NNE of Baleine Point (43°36'·24S 172°51'·40E), the E entrance point to Port Levy (Potiriwi) (10.86), and Beacon Rock, 4 cables E, thence:

New Zealand Notice 20/67/20 [NP51–No 78–Wk 49/20]

## Akaroa Harbour — Arrival information

324

Paragraph 10.80 1 lines 1–7 *Replace by:*

- 1 **Port Radio.** After gaining permission from the Harbourmaster to enter or depart, all vessels must transmit a message to “All Ships” on VHF 06 stating: vessel name, position and whether in/outbound. The requirements for reporting are as follows:

On passing abeam of Akaroa Head.

On passing abeam of Cape Three Points.

On completion of anchorage manoeuvres (inbound vessels).

On commencement of weighing anchor (outbound vessels).

- 2 **Submarine pipelines.** A sewer outfall pipe extends about 1 mile S from the head of Duvauchelle Bay, marked at its outer end by a buoy (special). A submarine pipeline extends 3 cables SE from a point close NE of Otutereinga, (43°48'·80S 172°54'·70E), the N entrance point of Wainui Bay; its outer end is marked by a buoy (special).

New Zealand Chart 6324 [NP51–No 26a–Wk 22/16]

**South Island - East coast -  
Akaroa Harbour — Marine reserve**

324

Paragraph 10.80 2 lines 1–3 *Replace by:*

- 2 **Akaroa Marine Reserve.** A marine reserve has been established in the entrance to Akaroa Harbour, within which all marine life and habitats are totally protected. See 1.49

NZ Notice 10/107(P)/2016 [NP51-No 27a-Wk 25/16]

**Akaroa Harbour — Arrival information**

324

Paragraph 10.80 including existing Section IV NMs Wks 22/16 and 25/16 *Replace by:*

**Arrival information  
10.80**

- 1 **Port Radio.** After gaining permission from the Harbourmaster to enter or depart, all vessels must transmit a message to "All Ships" on VHF 06 stating: vessel name, position and whether in/outbound. The requirements for reporting are as follows:  
On passing abeam of Akaroa Head.
- 2 **Submarine pipelines.** A sewer outfall pipe extends about 1 mile S from the head of Duvauchelle Bay, marked at its outer end by a buoy (special). A submarine pipeline extends 3 cables SE from a point close NE of Otutereinga, (43°48'80S 172°54'70E), the N entrance point of Wainui Bay; its outer end is marked by a buoy (special).
- 3 **Akaroa Marine Reserve.** A marine reserve has been established in the entrance to Akaroa Harbour within which all marine life and habitats are totally protected. See 1.49 for further details.
- Regulations concerning entry.** Access to Akaroa Harbour N of the existing harbour limit, between Timutimu Head and Akaroa Head, is restricted.  
No vessel of 500 gt or greater or 40 m LOA or longer may enter into or remain within the harbour without the prior permission of the harbourmaster.
- 4 Vessels granted permission to enter or remain within the area must operate in accordance with the Akaroa Harbour Navigation Safety Operating Requirements.

NZ6324 [NP51-No 25-Wk 26/16]

**Akaroa Harbour —  
Berths; anchorages and moorings**

325

Paragraph 10.84 1 lines 1–5 *Replace by:*

- 1 **Anchorages and moorings:**  
There are five designated anchor berths in Akaroa harbour as follows:

No.	Position	Min. Depth
1	43°49'30S 172°55'35E	10.5 m
2	43°49'80S 172°55'68E	11.2 m
3	43°49'36S 172°56'12E	9.0 m
5	43°48'30S 172°56'10E	7.7 m
6	43°48'74S 172°55'85E	9.5 m

New Zealand Chart 6324 [NP51-No 26b-Wk 22/16]

**South Island - East coast -  
Canterbury Bight — Wreck**

326

After Paragraph 10.97 2 line 7 *Insert:*

A wreck of unknown depth is located at 44°04'32S 172°13'96E.

NZ Notice 10/110(P)/16 [NP51-No 27b-Wk 25/16]

**South Island - East coast - Timaru Harbour —  
Pilot boarding place**

328

Paragraph 10.116 2 lines 1–3 *Replace by:*

- 2 **Pilot boarding place** (44°22'88S 171°22'27E) is 2 miles E of Fairway Light Beacon. Vessels should remain 4½ miles to seaward of...

New Zealand Notice 24/195/17 [NP51-No 39-Wk 50/17]

**South Island - East coast - Otago Harbour —  
Arrival information; pilotage**

334

Paragraph 10.157 *Replace by:*

- 1 **Pilotage** is compulsory for merchant vessels over 500 gt and 40 m LOA, unless the master is exempted by law.

Pilot boards at one of two positions:

**Alpha.** (45°42'83S 170°44'82E). The preferred boarding place for vessels greater than 225 m.

**Bravo.** (45°43'61S 170°43'71E).

The notice required for a pilot is the same as that for ETA.

New Zealand Chart NZ 661/16 [NP51-No 28-Wk 30/16]

**South Island - East coast - Otago Harbour -  
Port Chalmers — Wharf development**

337

After Paragraph 10.169 1 line 9 *Insert:*

**Caution.** Works are in progress (2017) in the vicinity of the multi-purpose wharf.

New Zealand Notice 24/197(P)/17 [NP51-No 40-Wk 50/17]

**Kermadec Islands — Directions**

344

Paragraph 11.11 1 lines 7–8 *For* (29°14'89S 177°51'34W)  
*Read* (29°13'90S 177°52'16W)

Paragraph 11.11 2 lines 1–2 *For* (29°14'61S 177°52'61W)  
*Read* (29°13'94S 177°52'50W)

New Zealand Chart 2225 [NP51-No 29a-Wk 16/16]

# NP51

## Raoul Island - Denham Bay — Directions; obstruction

344

Paragraph 11.12 1 line 2 *Replace by:*

...the track leads SSE, passing:  
WSW of an obstruction (29°15'85S 177°58'51W),  
thence:

New Zealand Notice 13/126/17 [NP51-No 33-Wk 30/17]

## Kermadec Islands — Directions

344

Paragraph 11.15 *Replace by:*

- 1 **Passage west of Meyer Islands.** From the vicinity of Howard Rock (29°16'40S 177°52'75W), the track leads NNW through a channel with a least charted depth of 7.6 m in the fairway, passing:  
ENE of Lava Point (29°16'26S 177°53'18W),  
thence:  
ENE of Egeria Rock (29°14'96S 177°53'70W), and:  
WSW of Meyer Islands (29°14'70S 177°52'65W),  
thence:  
WSW of Napier Island (29°13'94S 177°52'50W).

New Zealand Chart 2225 [NP51-No 29b-Wk 16/16]

## Kermadec Islands — Anchorages and landing places

344

Paragraph 11.16 1 lines 3-4 *For* (29°14'70S 177°52'65E)  
*Read* (29°14'70S 177°52'65W)

New Zealand Chart 2225 [NP51-No 30-Wk 16/16]

## Chatham Island - Hanson Bay — Restricted area

347

After Paragraph 11.35 2 line 10 *Insert:*

### Traffic regulations 11.35a

- 1 Entry is restricted within 6 cables of a wreck (43°59'62S 176°22'58W) which lies in the S of Hanson Bay (11.44).

New Zealand Chart NZ268 [NP51-No 45-Wk 30/18]

## Chatham Islands - Port Waitangi — Directions; lights

349

Paragraph 11.43 3 lines 8-11 *Delete*

Paragraph 11.43 4 lines 1-4 *Replace by:*

- 4 The track then leads S in the white sector (183.5°-195.5°) of Waitangi Wharf Sector Light (post, 15 m in height) (43°57'20S 176°33'51W) to the vicinity of Hanson Point, passing clear of kelp beds which border the E and S shores of Waitangi Bay to a distance of up to 7 cables.

### Leading lights:

Front light (yellow triangle, apex up, on concrete post, 8 m in height) (43°56'78S 176°33'60W).

Rear light (similar structure, apex down, 14 m in height) (146 m from front light).

The alignment (259.7°) of these lights leads to the wharf; vessels berth bows N. Kelp, on a rocky 3 m shoal, extends 1¼ cables SE from the pierhead.

### Useful mark:

Waitangi Wharf Breakwater Trunk Light (wooden post, 2 m in height) (43°56'72S 176°33'58W).

New Zealand Notice 17/122/18; ENC NZ602685 . . . . .  
[NP51-No 53-Wk 38/18]

## Chatham Island - Kaingaroa Harbour — Directions; anchorages; depth

350

Paragraph 11.45 2-4 *Replace by:*

- 2 **Directions.** The harbour is approached from E of The Lure (43°43'60S 176°16'10W) and entered from N on the alignment of leading lights.

### Leading lights:

Front light (white triangle, orange stripe, on beacon 4 m in height) (43°44'19S 176°15'40W), standing on a hill, 12 m in elevation, at the head of the harbour.

Rear light (similar structure) (53 m from front light).

- 3 The alignment (170.1°) of these lights leads into the harbour, passing:

W of a dangerous rock (43°43'55S 176°15'36W), which breaks occasionally, thence:

E of a rock awash (43°43'64S 176°15'64W). A second rock lies close SSW. Thence:

E of a reef (43°43'82S 176°15'72W) which is surrounded by shoals and dangerous rocks, thence:

W of a 4.9 m patch (43°43'81S 176°15'44W).

Thence the track to the jetty leads W, in a least depth of 2.0 m, passing S of rocks which extend E from the W entrance point of the harbour to the middle of the entrance.

**Caution.** Craypot buoys which may present a hazard to small craft will be encountered in Kaingaroa Harbour.

- 4 **Anchorage.** Small craft can anchor in the harbour in about 5 m, but space for manoeuvre in strong winds is limited by rocks extending from both entrance points and by a foul area which extends about 1 cable from the E shore of the harbour.

**Wharf.** A wharf, about 120 m long, is situated 1 cable S of the W entrance point of the harbour.

ENC NZ526851 [NP51-No 46-Wk 30/18]

## Pitt Island - Motutapu Point — Directions

350-351

Paragraph 11.48 *Replace by:*

- 1 From a position on the recommended route through Pitt Strait NNW of Motutapu Point (44°13'51S 176°13'42W), the coastal passage around Pitt Island leads initially SE, noting the cautions given at 11.32, passing:



## NP52 North Coast of Scotland Pilot (2018 Edition)

United Kingdom - North Sea —  
Statutory safety zones

4

After Paragraph 1.23 1 line 6 *Insert*:

Statutory Safety Zones, with a radius of 500 m, have been established in the UK sector of the North Sea. These are indicated on the appropriate charts.

Statutory Instruments Notice 807/2018

[NP52-No 1-Wk 32/18]

Scotland - North-east coast -  
Moray Firth — Wind farms

82

Paragraph 4.11 2 line(s) 1-16 *Delete*Paragraph 4.12 1 line(s) 1-4 including heading *Replace by*:

## Wind farms

4.12

1 **Beatrice Offshore Wind Farm** (58°15'·20N 2°53'·30W) lies to the NE of the Jacky Oilfield. The wind farm is expected to be fully commissioned in 2019. Once completed it will consist of 88 turbines and two transformer platforms.

2 The Beatrice site is also being utilised for wind turbine trials. Two wind turbines have been established to the S of the central platform as follows:

Turbine A, height 148 m, position 58°06'·02N 3°04'·94W.

Turbine B, height 148 m, position 58°05'·75N 3°04'·40W.

Both turbines, on which lights (special) are exhibited, have a 500 m exclusion zone around them.

3 **Moray East Wind Farm** (58°11'·40N 2°42'·42W) is under construction (2019) to the E of the Beatrice Wind Farm. It will consist of 100 turbines and transformer platforms.

A meteorological mast (58°10'·93N 2°49'·22W), from which a light is exhibited, has been established.

Corr. Moray East Marine

[NP52-No 7-Wk 21/19]

Scotland - North-east coast -  
Moray Firth — Wind farms

83

Paragraph 4.18 3 line(s) 12 *For 4.11 Read 4.12*

Corr. Moray East Marine

[NP52-No 8-Wk 21/19]

## Scotland - East coast - Wick — Traffic signals

84

Paragraph 4.23 4 *Replace by*:

4 **Traffic Signals.** Wick Harbour is closed to traffic when a light beacon (orange triangle, point down, on metal post, 19 m in height) (58°26'·41N 3°04'·98W) is lit.

NE of a shoal (44°13'·28S 176°09'·77W) with a depth of 6·0 m, thence:

2 SW of numerous dangers (44°13'·00S 176°04'·00W), including a small islet on which the sea breaks and a 9·1 m shoal, which terminate in Star Keys (Motuhope), a group of five small islands of which the largest is Round Island, thence:

NE of a shoal (44°15'·08S 176°07'·05W) with a depth of 11·9 m, thence:

Clear of a shoal (44°15'·20S 176°05'·11W) with a depth of 21·5 m.

3 The track then leads SSW around North-East Reef (Terangi-taumaewa) (44°16'·00S 176°08'·00W), passing:

Clear of a 9·0 m rocky patch (44°18'·15S 176°04'·04W), thence:

WNW of a dangerous rock (44°19'·94S 176°00'·32W) and Ahuru (11.29), 6 miles E of the rock. A 9·1 m obstruction lies 1 mile SSE of the rock.

4 The track then leads to a position ESE of South East Island (Rangatira) (44°21'·00S 176°10'·50W), on the NE side of which is an old whaling station. The track then leads SW, passing:

Clear of Fancy Rock (44°22'·75S 176°08'·96W), over which the sea breaks heavily, thence:

Clear of Peter Ruas Reef (44°24'·16S 176°11'·57W).

5 The track then leads W, passing:  
N of The Pyramid (44°26'·00S 176°14'·50W), thence:

S of South Reef (44°22'·60S 176°16'·00W), thence:

S of an above-water rock (44°22'·70S 176°17'·62W), situated at the outer end of a foul area and above-water rocks which extend SW from Murumuru, the S extremity of Pitt Island.

6 The track then leads NW passing clear of Round Rock (Rangituka) (44°22'·18S 176°19'·74W), whence the track leads NNW, passing:

7 WSW of a 14·6 m shoal (44°18'·36S 176°18'·61W), the outermost of a chain of shoals which extends SW from Pitt Island, thence:

WSW of a reef (44°17'·30S 176°20'·70W), extending 6 cables WSW from The Castle (11.36), and:

ENE of a shoal (44°19'·50S 176°29'·10W), with a depth of 14 m, which breaks.

8 Thence the track passes either side of Sail Rock (44°17'·20S 176°23'·60W) (11.36) and leads to a position on the recommended route through Pitt Strait, as shown on the chart.

New Zealand Chart NZ268

[NP51-No 47-Wk 30/18]

Auckland Islands —  
General information; prohibited area

353

After Paragraph 11.68 3 line 8 *Insert*:

## Traffic regulations

11.68a

1 **Prohibited area.** The Auckland Islands are legally protected as nature reserves. Entry to the islands, including any landings, is strictly prohibited except under permit.

NZ Chart 2862

[NP51-No 31-Wk 06/17]

## NP52

Paragraph 4.23 4 diagram titled Wick – traffic signals (4.23)  
*Delete*

Wick Harbour Notice 9/19 [NP52-No 12-Wk 41/19]

### Scotland – North-east coast – Wick Harbour — Directions; buoyage

85

Paragraph 4.24 5 *Replace by:*

- 5 NNE of a shallow spit, parts of which dry, extending 1½ cables NE from the S shore of the bay. A light buoy (port hand) lies 1¼ cables E. The spit lies in the red sector (286°–329°) of South Pier Light. The ruins of a breakwater lie on the spit. The alignment (285°) of the clearing transit marks (4.25) passes clear NNE of the spit. Thence:

Wick Harbour Notice 08/19 [NP52-No 10-Wk 29/19]

### Scotland – North-east coast – Wick — Directions; clearing marks

85

Paragraph 4.25 3 *Replace by:*

- 3 To facilitate passage through this narrow entrance a head rope may be secured to the head of Commercial Pier (North Pier) and the vessel swung into Outer Harbour; this procedure is usually unnecessary for small craft and vessels fitted with bow propulsion units.

#### 4 **Clearing marks:**

Front mark (black pole with orange triangle, apex down, 13 m in height) (58°26'40N 3°04'93W).

Rear mark (similar structure, apex up, 10 m in height) (43 m from front light).

The alignment (285°) of these marks indicates the S limit of the safe approach to the Outer Harbour.

- 5 **Caution.** As the storm parapet on South Pier obscures a view either side of the pier all vessels, and small craft in particular, must take care to give the head of South Pier a wide berth when entering or leaving.

Wick Notice 1/19 [NP52-No 5-Wk 08/19]

### Scotland – North-east coast – Moray Firth — Wind farms

87

Paragraph 4.38 1 line(s) 13 *For* 4.11 *Read* 4.12

Paragraph 4.39 1 line(s) 7 *For* 4.11 *Read* 4.12

Paragraph 4.39 1 line(s) 8–9 *Replace by:*

Moray Offshore Wind Farm, under construction (2019), marked by light buoys (special and cardinal) (4.12).

Corr. Moray East Marine

[NP52-No 9-Wk 21/19]

### Scotland – East coast – Cromarty Firth – South-east of South Sutor — Anchorage berths

108

Paragraph 4.170 1 line 4 *For* 14 to 17 *Read* 13 to 16

Port of Cromarty Firth [NP52-No 15-Wk 20/20]

### Scotland – East coast – Cromarty Firth — Regulations

109

*After* Paragraph 4.174 3 line 3 *Insert:*

**Minimum safe passing distances.** All vessels, other than those under pilotage and servicing MODUs (4.176), are required to maintain a minimum distance of 100 m from the following:

- Vessels alongside a berth;
- Vessels or MODUs at anchor within the firth;
- Vessels involved in discharging or loading cargo whilst at anchor.

Port of Cromarty Firth Notice 16/19  
[NP52-No 11-Wk 31/19]

### Scotland – East coast – Cromarty Firth — Regulations

109

*After* Paragraph 4.174 3 line 3 including existing Section IV Notice Week 31/19 *Insert:*

**Minimum safe passing distances.** All vessels, other than those under pilotage and servicing MODUs (4.176), are required to observe a minimum safe passing distance of 100 m from the following:

- Vessels alongside a berth;
- Vessels or MODUs at anchor within the firth;
- Vessels involved in discharging or loading cargo whilst at anchor.

- 4 All classes of vessels are not allowed to approach within 250 m of a naval vessel when underway or 150 m of a naval vessel whilst alongside or at anchor.

Port of Cromarty Firth Notice SD01/19  
[NP52-No 13-Wk 44/19]

### Scotland – East coast – Cromarty Firth – The Ness to Nigg Pier — Transshipment area

111

*After* Paragraph 4.186 1 line 8 *Insert:*

#### **Special Purpose Offloading Area 4.186a**

- 1 A designated transshipment area lies in mid-channel between The Ness (57°41'00N 4°02'20W) (4.181) and Nigg Ferry Pier 7 cables NE; depths 35 to 40 m.

Port of Cromarty Firth [NP52-No 16-Wk 20/20]

**The Shetland Islands - North Approach to  
Lerwick - Cat Firth - Directions; depth**

213

Paragraph 6.162 3 line 10 *Replace by:*

...1°11'09W) with a least depth of 4·8 m.

BA Chart 3272/19

[NP52-No 4-Wk 04/19]

**Shetland Isles - Stepping Stones -  
Muckle Fladdicap — Directions; depth**

219

Paragraph 6.199 1 line 3 *For* 4·0 m *Read* 1·6 m

BA Chart 3284/19

[NP52-No 6-Wk 08/19]

**Faroe Islands - Tórshavn — Development**

267

Paragraph 7.157 2 lines 6-7 *Replace by:*

- 3 **Development.** Port expansion works are in progress (2017) to add an additional 900 m of quayside in the area between, and surrounding, the Outer Breakwater and the East Breakwater.

**Climate information** for Tórshavn see 1.147 and 1.160.

Danish Notice 30/392/18

[NP52-No 3-Wk 36/18]

**Faroe Islands - Skálafjørður -  
Runavík — Development**

272

*After* Paragraph 7.186 1 line 7 *Insert:*

**Development.** Reclamation works are in progress (2018) in an area centred on 62°07'·15N 6°43'·57W, close N of the existing berth.

Danish Notice 27/549/18

[NP52-No 2-Wk 32/18]

**Faroe Islands - Eysturoy -  
Fuglafjørður — Submarine cable**

278

Paragraph 7.237 1 lines 4-5 *Replace by:*

The best berth is in mid-fjord, in a depth of about 24 m, avoiding charted submarine cables.

Danish Notice 42/527/19

[NP52-No 14-Wk 47/19]

**NP54 North Sea (West) Pilot (2018 Edition)**

**United Kingdom - North Sea —  
Statutory safety zones**

3

*After* Paragraph 1.18 1 line 6 *Insert:*

Statutory Safety Zones, with a radius of 500 m, have been established in the UK sector of the North Sea. These are indicated on the appropriate charts.

Statutory Instruments Notice 807/2018

[NP54-No 13-Wk 31/18]

**United Kingdom - North Sea -  
Marine exploitation — OREIs**

3

*After* Paragraph 1.18 2 line 2 *Insert:*

**Offshore Renewable Energy Installations (OREIs)**

1.18a

**Wind farms** are to be found in the area covered by this book, both on and offshore. All wind farms are charted, and general information may be found in *The Mariner's Handbook*.

Correspondence KOWL 05/18 [NP54-No 8-Wk 25/18]

**Scotland - South-east of Aberdeen —  
Offshore wind farm**

61

Paragraph 3.76 1 line 3 *Replace by:*

**Development.** The Kincardine Offshore Wind Farm is under construction in the region of 57°00'·40N 1°52'·07W. Also see 3.58.

Correspondence KOWL 05/18 [NP54-No 9-Wk 25/18]

**Scotland - Montrose — Pilotage**

65

Paragraph 3.108 1 line 2 *For* 25 *Read* 40

Montrose Port Authority

[NP54-No 15-Wk 45/18]

**Scotland - River Tay —  
Directions; light sector; buoyage**

73

Paragraph 3.144 4 line 2 *For* 268°-270° *Read* 268·5°-269°

Paragraph 3.145 1 lines 1-4 *Replace by:*

1 **Deep water channel.** A channel, marked by V-AIS (lateral) and the white sector (268·5°-269°) of Tayport High Light, leads through the main channel S of Lady Bank until clear of Horse Shoe. This channel is designed to assist vessels constrained by their draught whilst under pilotage through the main channel, described as follows:

**Main channel.** From a position in the channel S of Buddon Ness (56°27'·90N 2°44'·20W) the route leads W, remaining in the white sector of Tayport High Light, passing:

Port of Dundee Notice 18/19 [NP54-No 24-Wk 34/19]

**Scotland - East coast - Dundee —  
Under keel clearance**

74

*After* Paragraph 3.150 1 *Insert:*

**Under keel clearance**

3.150a

- 1 Vessels should generally maintain a UKC of 10% of the maximum draught with a minimum clearance of 0·5 m. At ebb tide, a minimum clearance of 0·75 m is required at The Bar and at Lady Shoal (3.145).

# NP54

Mariners should contact the port authority for further details.

Port of Dundee Notice 09/19 [NP54-No 22-Wk 21/19]

## Scotland - East Coast - Firth of Tay - Dundee — Development

74

After Paragraph 3.153 1 line 8 *Insert*:

### Development

#### 3.153a

- 1 Significant demolition and construction works are in progress (2020) in the vicinity of Caledon East Wharf (3.155) and Prince Charles Wharf (3.155).

Port of Dundee Notice 31/20 [NP54-No 36-Wk 51/20]

## Scotland - East Coast - Dundee — Depth

74

Paragraph 3.155 1 line 7 *For* 9.5 m *Read* 9.0 m

GB Chart 1481 [NP54-No 26-Wk 44/19]

## Scotland - Perth — Under keel clearance; speed limit; draught

77

Paragraph 3.169 1 lines 1-3 *Replace by*:

- 1 **Controlling depth.** Subject to the discretion of the Harbour Master, normal transit draught in the upper river is set at the height of tide on the day of transit up to a maximum fresh water draught of 4.2 m.

**Under keel clearance.** A minimum under keel clearance of 0.2 m should be maintained at all times when manoeuvring or mooring.

**Tidal levels.** Mean spring range about 3.1 m; mean neap range about 1.6 m. See *ADMIRALTY Tide Tables Volume 1B*.

After Paragraph 3.169 1 line 3 *Insert*:

### Arrival Information

#### 3.169a

- 1 **Regulations concerning entry.** A speed limit of 10 kn applies within Perth harbour limits.

Paragraph 3.170 1 lines 2-5 *Delete*

Correspondence; SNTM 3/20 Perth  
[NP54-No 35-Wk 24/20]

## Scotland - Methil — Under-keel clearance; navigable width

85

After Paragraph 4.18 2 line 2 *Insert*:

**Under-keel clearance.** The minimum UKC required is 1.0 m in the approaches and 0.5 m at the berths.

**Navigable width.** The entrance to No 2 Dock is 15.2 m wide.

Correspondence Forth Ports Limited 05/17  
[NP54-No 1-Wk 23/18]

## Scotland - East coast - Firth of Forth - Kirkcaldy — Limiting conditions

87

After Paragraph 4.29 2 line(s) 4 *Insert*:

**Limiting conditions.** The maximum size of vessel normally accepted is 85 m in length and 14 m in width. The minimum required UKC is 0.7 m.

Correspondence Forth Ports Limited  
[NP54-No 18-Wk 13/19]

## Scotland - Leith — Under-keel clearance; navigable width

89

After Paragraph 4.46 1 line 3 *Insert*:

### Under-keel clearance 4.46a

- 1 An UKC of 1.0 m should be maintained in the approach channel. An UKC of 0.5 m should be maintained at the berths.

After Paragraph 4.47 1 line 2 *Insert*:

Imperial Passage has a width of 31.6 m.

Albert Passage has a width of 18.2 m.

Edinburgh Cut has a width of 18.2 m.

Correspondence Forth Ports Limited 05/17  
[NP54-No 2-Wk 23/18]

## Scotland - East coast - Firth of Forth - Leith — Under-keel clearance

89

Paragraph 4.46a 1 line(s) 1-3 existing Section IV Notice Week 23/18 *Replace by*:

- 1 An UKC of 1.0 and 1.5 m should be maintained in the approach channel, at flood and ebb tide respectively. An UKC of 0.5 m should be maintained at the berths.

Correspondence Forth Ports Limited  
[NP54-No 19-Wk 13/19]

## Scotland - Leith — Lock width

90

Paragraph 4.52 1 line 6 *Replace by*:

...lock is 259 m long and 31.6 m wide between fenders.

Correspondence Forth Ports Limited 05/17  
[NP54-No 3-Wk 23/18]



**Scotland - Burntisland —  
Under-keel clearance; navigable width**

92

After Paragraph 4.74 1 line 7 *Insert*:

**Under-keel clearance.** The minimum required UKC is 0.5 m.

**Navigable width.** The width between the breakwaters is 76 m.

Correspondence Forth Ports Limited 05/17  
[NP54-No 4-Wk 23/18]

**Scotland - Firth of Forth -  
Hound Point Marine Terminal —  
Under-keel clearance**

98

After Paragraph 4.119 2 line 2 *Insert*:

**Under-keel clearance.** Vessels must maintain a minimum UKC of 2.1 m.

Correspondence Forth Ports Limited 05/17  
[NP54-No 5-Wk 23/18]

**Scotland - East coast - Firth of Forth -  
Hound Point Marine Terminal —  
Under-keel clearance**

98

After Paragraph 4.119 2 line(s) 2 including existing Section IV Notice Week 23/18 *Insert*:

**Under-keel clearance.** On departure, vessels must maintain a minimum UKC of 2.1 and 2.5 m above the aforementioned patch and the bar NE of Inchkeith Island respectively.

Correspondence Forth Ports Limited  
[NP54-No 20-Wk 13/19]

**Scotland - Firth of Forth -  
Inverkeithing — Pilotage; depths**

99

Paragraph 4.126 3 lines 1–2 *Replace by*:

3 **Controlling depth** is 0.4 m in the harbour approach.

**Pilotage.** See 4.3.

The pilot service to East Ness Pier, within the compulsory Firth of Forth waters, has been withdrawn (2019) due to the unsound condition of the pier.

Forth Ports Ltd [NP54-No 23-Wk 34/19]

**Scotland - Rosyth — Under-keel clearance**

100

After Paragraph 4.133 1 line 7 *Insert*:

**Under-keel clearance**

**4.133a**

1 The minimum required UKC is 0.5 m.

Correspondence Forth Ports Limited 05/17  
[NP54-No 6-Wk 23/18]

**Scotland - East coast - Firth of Forth -  
Rosyth — Under-keel clearance**

100

Paragraph 4.133a 1 existing Section IV Notice Week 23/18  
*Replace by*:

1 The minimum required UKC is 0.5 m, although larger vessels may be required to have 1.0 m.

Correspondence Forth Ports Limited  
[NP54-No 21-Wk 13/19]

**Scotland - Grangemouth —  
Under-keel clearance**

104

After Paragraph 4.166 1 line 4 *Insert*:

**Under-keel clearance**

**4.166a**

1 Vessels should maintain a minimum UKC of 0.6 m (2018) in the approach channel and locks. In other areas of the harbour the minimum UKC may be reduced. The port authority should be contacted for up to date information.

Correspondence Forth Ports Limited 05/17  
[NP54-No 7-Wk 23/18]

**England - Tynemouth -  
Whitley Bay — Directions; wreck**

130

After Paragraph 5.142 2 line 4 *Insert*:

NE of a dangerous wreck (55°03'10N 1°23'80W), reported (2019), thence:

UKHO [NP54-No 27-Wk 44/19]

**England - East coast - Port of Tyne -  
Tynemouth — Regulations**

131

After Paragraph 5.153 1 line 8 *Insert*:

In order to reduce the risk of close quarters situations developing in the seaward approaches, vessels approaching the port from S or E should:

Be within the N section of, or to the N of the seaward approaches at a distance of no less than 1½ miles from the entrance, and;

Avoid setting a course that crosses outbound traffic for a distance from the entrance of 1½ miles.

Port of Tyne Notice 13/19 [NP54-No 30-Wk 52/19]

# NP54

## England - River Humber - Skitter Channel — Light float

174

Paragraph 7.93 1 line 7 *Replace by:*

...(starboard hand) (53°42'53N 0°26'29W).

BA Chart 3497 [NP54-No 17-Wk 49/18]

## England - East coast - River Trent — Vertical clearance

182

Paragraph 7.150 2 line 3 *For* 39 m *Read* 35 m

BA Chart 3497 [NP54-No 16-Wk 48/18]

## England - East coast - River Humber to Cromer — Directions; wind farms

186

Paragraph 8.13 1-7 *Replace by:*

- 1 From a position about 5 miles NE of the Humber Light Float (53°38'70N 0°21'24E), the route leads generally SE, passing:  
Clear of the Amethyst Gas Field (53°36'64N 0°43'36E), thence:  
NE of Triton Knoll Wind Farm (53°29'00N 0°49'00E), under construction (2019), marked by light buoys (cardinal and special), thence:
- 2 SW of Outer Dowsing Shoal (53°29'03N 1°04'31E), which extends 13½ miles SSE from its NW extremity. N Outer Dowsing Light Buoy (N cardinal) and Mid Outer Dowsing Light Buoy (starboard hand) mark the NW extremity and SW side of the shoal respectively. Thence  
NE of Triton Knoll (53°24'00N 0°55'00E) (8.16).
- 3 Thence the track leads SSE, passing:  
ENE of East Dudgeon Shoals (53°18'00N 0°59'00E) marked on their NE side by E Dudgeon Light Buoy (E cardinal), thence:  
ENE of a wellhead (53°17'38N 1°06'55E), thence:  
WSW of Cromer Knoll (53°18'30N 1°17'40E), a shoal which extends 4 miles NNW. Dudgeon Light Buoy (W cardinal) (8.12) lies 5 cables W of the S extremity of the shoal. Thence:
- 4 WSW Dudgeon Offshore Wind Farm (53°16'00N 1°23'00E), marked by a light buoy (S cardinal) (53°12'50N 1°25'60E), thence:  
ENE of Sheringham Shoal Offshore Wind Farm (8.8).  
The track then continues to a position about 15 miles N of Cromer (52°55'90N 1°18'00E) (8.36).  
(Directions for offshore route continue at 9.11)

GB Chart 1190/20 [NP54-No 31-Wk 08/20]

## England - The Wash - King's Lynn — Regulations

197

Paragraph 8.99 2 line 7 *Delete*

King's Lynn Notice 12/20 [NP54-No 34a-Wk 17/20]

## England - East coast - King's Lynn — Pilotage; tugs

197

*After* Paragraph 8.99 3 line 4 *Insert:*

All vessels over 80 m LOA and less than 2.5 m allowance on draught (see Local Notices to Mariners) will require a tug for manoeuvring.

Vessels under 100 m LOA sailing to or from Riverside Quay (8.111) that do not need to swing will not require a tug.

King's Lynn Conservancy Board Notice 18/2019

[NP54-No 25-Wk 38/19]

## England - The Wash - King's Lynn — Regulations; tugs

197

Paragraph 8.99 3 line(s) 1-4 including existing Section IV Notice Week 38/19 *Replace by:*

- 3 **Tugs** are available. The attendance of a tug is compulsory for tankers over 73 m in length and other vessels over that length not fitted with bow thrusters or suitable manoeuvring aids.  
All outward bound vessels from the dock between 80-00 m LOA and 99-99 m LOA, and which have less than 2.2 m allowance on draught (see Local Notices to Mariners), will require a tug for manoeuvring.  
Vessels under 100 m LOA sailing to or from Riverside Quay (8.111) that do not need to swing will not require a tug for manoeuvring assistance in the river.

King's Lynn Conservancy Board Notice 21/19

[NP54-No 29-Wk 45/19]

## England - The Wash - King's Lynn — Draught; regulations

197

Paragraph 8.99 3 line(s) 1-4 including existing Section IV Notice Week 45/19 *Replace by:*

- 3 **Tugs** are available. The attendance of a tug is compulsory for tankers over 73 m in length and other vessels over that length not fitted with bow thrusters or suitable manoeuvring aids.  
All outward bound vessels from the dock between 80-00 m LOA and 99-99 m LOA, and which have less than 2.5 m allowance on draught (see Local Notices to Mariners), will require a tug for manoeuvring assistance in the river.  
Vessels under 100 m LOA sailing to or from Riverside Quay (8.111) that do not need to swing will not require a tug.

Kings Lynn Notice 06/20

[NP54-No 32a-Wk 11/20]

**England – The Wash –  
King's Lynn — Regulations**

**197**

Paragraph 8.99 *3* including existing Section IV Notices Weeks 38/19, 45/19 and 11/20 *Replace by:*

- 3* **Tugs** are available. The attendance of a tug is compulsory for tankers over 73 m in length and other vessels over that length not fitted with bow thrusters or suitable manoeuvring aids.
- 4* Vessels over 100 m LOA bound for Riverside Quay (8.111) that do not need to swing may not require a tug. Further restrictions may apply, contact port authority for details (8.93).

King's Lynn Notice 12/20 **[NP54-No 34b-Wk 17/20]**

**England – The Wash – King's Lynn —  
Draught; regulations**

**197**

*After* Paragraph 8.100 *1* line 5 *Insert:*

The following maximum arrival draughts apply:

For vessels bound for Riverside Quay: 5.8 m;

For vessels bound for the docks: 5.5 m.

Minimum allowances on draught also apply. For the latest requirements the port authority should be consulted prior to entry.

All vessels with less than 2.5 m allowance on draught shall be deemed to be a deep draught vessel.

No more than two deep draught vessels may enter or depart King's Lynn on a tide.

Kings Lynn Notice 06/20 **[NP54-No 32b-Wk 11/20]**

**England – The Wash –  
King's Lynn — Regulations**

**197**

Paragraph 8.100 *1* including existing Section IV Notice Week 11/20 *Replace by:*

- 1* All vessels entering and departing the port must have sufficient under-keel clearance, being guided by local notices to mariners. All vessels over 100 m LOA must be notified to the harbour office for consideration regarding draughts, prior to being fixed for the port.

The following maximum arrival draughts apply:

For vessels bound for Riverside Quay — 5.8 m;

For vessels bound for the docks — 5.5 m.

Minimum allowances on draught also apply. For the latest requirements the port authority should be consulted prior to entry.

King's Lynn Notice 12/20 **[NP54-No 34c-Wk 17/20]**

**England – East coast –  
Great Yarmouth approaches —  
Directions; obstruction**

**205**

Paragraph 9.32 *4* line 2 *For* 4.5 m *Read* 1.9 m

BA Chart 1534/17 **[NP54-No 10-Wk 29/18]**

**England – East coast – Great Yarmouth and  
Lowestoft approaches — Depth**

**206**

Paragraph 9.37 *1* line 3 *Replace by:*

...and 15.3 m S of Newarp Banks.

BA Chart 1504/17 **[NP54-No 11-Wk 29/18]**

**England – East coast – Great Yarmouth and  
Lowestoft approaches — Directions**

**206**

Paragraph 9.41 *5* lines 1–16 and *6* lines 1–10 *Replace by:*

- 5* Thence the track leads S, passing:  
E of the E extremity of Newarp Banks, where depths of 8.7 m exist, thence:  
Over or clear of a patch (52°42'·69N 2°02'·53E), with a least depth of 13.4 m, thence:  
E of the S extremity of Newarp Banks, where there are depths of about 16 m (52°39'·60N 2°00'·15E).  
The bank shoals N of this position.

The track then leads SW, passing:

SE of the S extremity of Newarp Banks, thence:

Over a bank (52°38'·22N 2°00'·37E) with a least depth of 15.3 m. Deeper water lies to the N of this bank and S of Newarp Banks. Thence:

- 6* Clear of Cross Sand Light Buoy (safe water) (52°37'·06N 1°59'·13E), 4 miles ESE of the S end of Middle Cross Sand (52°39'·50N 1°52'·80E).

Thence the track leads to a position NE of Holm Sand (52°30'·80N 1°48'·00E), marked on its E side by Holm Approach Light Buoy (E cardinal). The sea breaks over the shoal in all but the calmest weather and it dries in places. Holm Channel (9.49), the principal approach channel to Great Yarmouth and Lowestoft, is entered NE of Holm Sand.

*After* Paragraph 9.41 *6* line 10 *Insert:*

**Side channel  
9.41a**

- 1* A channel leads SSE between Cross Sand and Newarp Banks. The channel passes over the N point of Newarp Banks from Haisborough Gat (9.41), with depths of about 12 m and leads SSE, passing:

- 2* ENE of Cross Sand, a series of banks extending 12 miles S from Newarp Banks to merge with the SE extremity of Corton Sand (9.32). It has three shallow areas, namely North Cross Sand (52°43'·80N 1°51'·00E), marked on its E side by NE Cross Sand Light Buoy (E cardinal); Middle Cross Sand (52°39'·50N 1°52'·80E), marked on its E side by E Cross Sand Light Buoy (port hand), and at its S end by Barley Light Buoy (S cardinal); and South Cross Sand (52°35'·40N 1°50'·60E), marked to its S by S Corton Light Buoy (S cardinal). These banks may be indicated by overfalls. They are continually altering and should not be approached without local knowledge.

- 3* Thence the track leads S and joins the approaches to Holm Channel described at 9.41.

*(Directions continue for the outer approach to  
Great Yarmouth and Lowestoft at 9.47  
and coastal passage S at 9.109)*

BA Chart 1504/17 **[NP54-No 12-Wk 29/18]**

# NP54

## England – Great Yarmouth — Arrival information; pilotage

209

Paragraph 9.63 *1* lines 1–7 *Replace by:*

- 1* Pilotage is compulsory within the port limits for all vessels of 40 m in length and over, except warships and vessels exempt by law.

Great Yarmouth Notice 24/2018

[NP54-No 14-Wk 43/18]

## England - Approaches to Lowestoft — Directions; depths

214

Paragraph 9.97 *1* line 1 *Replace by:*

- 1* **Caution.** Depths shoaler than charted have been reported (2019) in the vicinity of 52°28'·56N 1°45'·94E. Depths may be reduced by about 0·5 m.

**Track.** From a position about 1 mile NE of the harbour...

ABP Lowestoft 27/19

[NP54-No 28-Wk 44/19]

## England - Lowestoft - Kirkley — Directions; light

214

Paragraph 9.97 *1* including existing Section IV Notice Week 44/19 *Replace by:*

- 1* **Caution.** Depths shoaler than charted have been reported (2019) in the vicinity of 52°28'·56N 1°45'·94E. Depths may be reduced by about 0·5 m.

**Track.** From a position about 1 mile NE of the harbour entrance the line of bearing 227° of Kirkley Light (metal pole, 5 m in height) (52°27'·71N 1°44'·54E), or at night the white sectors (226°–230°) of the light, lead to a position 1 cable ESE of the harbour entrance where direct approach to the entrance can be made, passing:

Corr. ABP Lowestoft 12A/2020

[NP54-No 33-Wk 15/20]

## NP55 North Sea (East) Pilot (2020 Edition)

## Germany - Elbe - Mittelrinne - Neuwerk-Reede — Obstructions

194

Paragraph 7.41 *1* lines 6–8 *Replace by:*

A wreck and two obstructions are located in the E part of the anchorage.

German Chart DE 44 Edt.4 (2020)

[NP55-No 3-Wk 45/20]

## Germany - The Elbe - Cuxhaven - Medemgrund — Restricted areas

196

Paragraph 7.63 *3–4* *Replace by:*

- 3* **Restricted areas.** Anchoring is prohibited in the fairway S of the approach area for Nord-Ostsee-Kanal and between Nordostreede (7.75) and Südreede (7.75).

Anchoring and fishing are prohibited in an area (53°53'·15N 9°13'·25E) E of the Nordostreede anchorage (7.75).

Anchoring is prohibited in an area (53°51'·88N 8°53'·52E) in the E part of Medemrinne.

- 4* **Prohibited areas.** A prohibited area is situated N of and between the Neufeld-Reede West and Neufeld-Reede Ost anchorages (7.74).

German Notice 33/44/20

[NP55-No 1-Wk 45/20]

## Germany - The Elbe - Cuxhaven - Medemgrund — Directions; prohibited area

198

Paragraph 7.72 *1* lines 7–8 *Replace by:*

...Neufeld-Reede anchorage (7.74).

German Notice 33/44/20

[NP55-No 2-Wk 45/20]

## Germany - The Elbe - Blankenese — Directions; leading lights

204

Paragraph 7.108 *1* lines 2–5 *Replace by:*

Front light (tower) (53°33'·34N 9°48'·43E).

Rear light (tower) (53°33'·25N 9°49'·45E).

German Notice 41/48/20

[NP55-No 4-Wk 48/20]

## Germany - The Elbe - Blankenese — Directions; leading lights

204

Paragraph 7.108 *1* lines 2–5 *Replace by:*

Front light (tower) (53°33'·34N 9°48'·43E).

Rear light (tower) (53°33'·25N 9°49'·45E).

German Notice 41/48/20

[NP55-No 5-Wk 53/20]

## Germany - The Elbe - Blankenese — Directions; leading lights

206

Paragraph 7.118 Delete existing Section IV Notice Week 48/20

UKHO

[NP55-No 6-Wk 53/20]



## NP56 Norway Pilot Volume 1 (2018 Edition)

Norway - South-west coast -  
Egersund — Submarine pipeline

72

After Paragraph 2.47 5 line 7 *Insert*:

**Caution.** A submarine pipeline is laid across the S part of the outer harbour of Egersund.

Norwegian Notice 14/60444/19

[NP56-No 17-Wk 36/19]

Norway - South-west coast -  
Egersund — Berths

72

Paragraph 2.49 3 lines 2-4 *Replace by*:

Concrete quay, about 160 m long, with depths from about 7.7 to 8.6 m alongside. The RoRo ramp is 20 m wide.

Norwegian Notice 01/59698/19 [NP56-No 7-Wk 07/19]

Norway - South-west coast - Rekefjord and  
approaches — Directions; rocks

74

Paragraph 2.61 5 line(s) 5-6 *Replace by*:

...(58°20'00N 6°15'50E), much narrowed by rocks on both sides, into the head of the fjord. An unmarked dangerous rock (58°20'09N 6°15'49E) lies close E of the track. The other rocks on...

Norwegian Notice 04/61213/20

[NP56-No 29-Wk 15/20]

Norway - Approaches to Åna-Sira —  
Vertical clearance

77

Paragraph 2.77 4-5 *Replace by*:

- 4 **Speed limit.** There is a speed limit of 5 kn in Åna-Sira.

**Vertical clearance:**

- 5 An overhead cable, with a vertical clearance of 13 m spans the channel W of Sletta (58°17'46N 6°26'54E).

Norwegian Notice 19/59430/18 [NP56-No 4-Wk 45/18]

Norway - Skagerrak - Mandal - Hille north -  
Gjallaråsholmen — Directions; leading lights

103

Paragraph 3.18 3 line(s) 10-14 *Replace by*:

...Våre, and the coastal islets, 5 cables N.

## Gjallaråsholmen Leading Lights:

Front light (white lantern) (58°01'54N 7°20'35E).

Rear light (similar structure) (3¾ cables from front light).

The alignment (080.5°) of these lights leads E for about 3 miles, passing:

Norwegian Notice 10/61505/20

[NP56-No 30-Wk 27/20]

Norway - Mandal - Mannefjorden -  
Nordre Havneholmen — Directions; light

112

Paragraph 3.71 1 lines 1-14 *Replace by*:

- 1 From a position in the vicinity of 57°59'35N 7°27'37E, the track leads NE for 1½ miles across Mannefjorden, following the directions at 3.49 for the first leg of the approach to the deep water berths at Gismerøya and Kleven, to a position SSE of Kalkskjær Light (58°00'17N 7°29'46E). Thence the track continues NE in the white sector (035°-038°) of Havneholmen Light (58°00'33N 7°29'87E), passing: NW of an underwater rock (58°00'20N 7°29'87E), marked by a spar buoy (W cardinal), thence:

Paragraph 3.71 2 lines 1-5 *Replace by*:

- 2 The track then leads ENE for 2 cables, passing SE of Nordre Havneholmen and NNW of Havneholmen (58°00'21N 7°30'05E) and SSE of the mainland, before altering ESE, passing:

Norwegian Notice 9/60213/19 [NP56-No 16-Wk 24/19]

Norway - Mandal - Mannefjorden -  
Havneholmen — Directions; light

112

Paragraph 3.71 1-2 including existing Section IV Notice Week 24/19 *Replace by*:

- 1 From a position in the vicinity of 57°59'35N 7°27'37E, the track leads NE for 1½ miles across Mannefjorden, following the directions at 3.49 for the first leg of the approach to the deep water berths at Gismerøya and Kleven, to a position SSE of Kalkskjær (58°00'17N 7°29'46E) (3.49). Thence the track continues NE, passing:
- 2 NW of an underwater rock (58°00'20N 7°29'87E), marked by a buoy (W cardinal). The track then leads ENE for 2 cables, passing SE of Nordre Havneholmen (58°00'21N 7°30'05E) and SSE of the mainland, before altering ESE, passing: NNE of Skotholmen, marked at its N extent by Skotholmen Light (post, 6 m in height) (58°00'26N 7°30'45E), thence: SSW of Skotholmbåen (58°00'27N 7°30'52E), a rock with a depth of 1.1 m, marked by a light (port hand), at the W entrance to Skjernøysund.

Norwegian Notice 2/61082/20 [NP56-No 27-Wk 10/20]

## NP56

### Norway - Mandal- Nordfjorden - Skjernøya - North-east side — Directions; light

112

Paragraph 3.71 7 line(s) 7-9 *Replace by:*

...generally ESE for 2½ cables, passing:

Paragraph 3.71 8 line(s) 8 *Replace by:*

...Spegelaksen Light (starboard hand, floodlit) (57°59'·92N 7°32'·62E) is exhibited, thence:

Norwegian Notice 8/60145/19 [NP56-No 15-Wk 22/19]

### Norway - Mandal - Tregdefjorden - Langøy — Directions; light

113

Paragraph 3.74 2 lines 3-4 *Replace by:*

NNE of Langøy Light (58°00'·04N 7°34'·84E), marking the NE of a rocky...

Paragraph 3.74 2 lines 8-10 *Replace by:*

The track then leads E for 5 cables in the white sector (271·9°-277·6°), astern, of Langøy Light (post, floodlit, 15 m in height) (58°00'·04N 7°34'·84E), passing:

Norwegian Notice 2/61077/20

[NP56-No 28-Wk 10/20]

### Norway - South coast - Tregdefjorden to Songvårfjorden - Skogøy — Directions; light

114

Paragraph 3.74 4 line(s) 7 *For* (253·2°-256·8°) *Read* (254·4°-256°)

Norwegian Notice 16/60611/19; ENC NO5E0615

[NP56-No 18-Wk 41/19]

### Norway - South coast - Songvårfjorden — Directions; depth

114

Paragraph 3.74 9 line(s) 4-5 *Replace by:*

...Uvårboen (58°01'·35N 7°42'·77E), an underwater rock with a least depth of 7·6 m which lies in the centre of...

Norwegian Notice 21/60800/19

[NP56-No 21-Wk 51/19]

### Norway - Skagerrak - Songvårfjorden - Norde Vassøy — Directions; light sector

114

Paragraph 3.75 1 line(s) 1-5 *Replace by:*

- 1 From a position in the vicinity of 58°01'·80N 7°42'·83E, the track leads E through Songvårfjorden for 4½ miles, passing:

Paragraph 3.75 4 line(s) 5-7 *Replace by:*

...to Auster Grønningen, and:

Norwegian Notice 10/61509/20

[NP56-No 31-Wk 27/20]

### Norway - South coast - Skagerrak - Songvårfjorden — Varholmen light

114

Paragraph 3.75 4 line(s) 9-10 *Replace by:*

...Varholmen Light (port hand, floodlit, 10 m in height) (58°02'·43N 7°47'·28E), thence:

Norwegian Notice 1/60994/20 [NP56-No 25-Wk 08/20]

### Norway - South coast - Skagerrak - Route through Ny-Hellesund — Varholmen light

115

Paragraph 3.76 2 line(s) 2-3 *Replace by:*

...Light (58°02'·43N 7°47'·28E) (3.75), the track leads generally NE...

Norwegian Notice 1/60994/20 [NP56-No 26-Wk 08/20]

### Norway - South coast - Songvårfjorden - Helgøya — Directions; light

115

Paragraph 3.76 6 line(s) 3-5 *Replace by:*

...continues NE through Herøyfjorden for 5½ cables, passing:

Norwegian Notice 21/60815/19

[NP56-No 22-Wk 51/19]

### Norway - South coast - Kristiansand — Directions; lights

120

Paragraph 3.104 1 lines 1-4 *Replace by:*

1 From the vicinity of 58°01'·00N 7°55'·10E, a white sector (016·9°-023·1°) of Svartskjær Light (58°04'·84N 7°57'·75E) leads NNE for ¾ miles, passing:

Paragraph 3.104 4 lines 5-6 *Replace by:*

Thence the track leads to a position about 3 cables SSW of Svartskjær Light.

Paragraph 3.106 1 lines 1-10 *Replace by:*

- 1 When Svartskjær Light (58°04'·84N 7°57'·75E) is distant 3 cables, a white sector (047·1°-051·5°) of Jøngeholmskjæret Light (white lantern) (58°05'·52N 7°59'·56E) leads NE for about 1 mile, passing:  
SE of the foul ground extending from Torsteinsneset (58°04'·60N 7°57'·00E). Kobbernaglen (58°04'·47N 7°56'·88E), marked by an iron perch, lies at the SW end of the foul ground. Thence:

Norwegian Notice 17/60645/19

[NP56-No 19-Wk 43/19]

**Norway - South coast - Flekkerøya —  
Directions; light**

**120**

Paragraph 3.106 1 lines 1–10 including existing Section IV  
Notice Week 43/19 *Replace by:*

- 1 When Svartskjær Light (58°04'·84N 7°57'·75E) is distant 3 cables the track leads NE for about 1 mile, passing:

SE of the foul ground extending from Torsteinsneset (58°04'·60N 7°57'·00E). Kobbernaglen (58°04'·47N 7°56'·88E), marked by a light (port hand, floodlit), lies at the SW end of the foul ground. Thence:

Norwegian Notice 20/60755/19

**[NP56-No 20-Wk 48/19]**

**Norway - Kristiansand - Topdalsfjorden —  
Directions; lights**

**120**

Paragraph 3.107 3 lines 6–10 *Replace by:*

The track then leads to a position under Varodden Bridges (3.88). A light is exhibited from the N bridge.

Norwegian Notice 2/59789/19

**[NP56-No 8-Wk 09/19]**

**Norway - Oslofjorden - Horten — Depth**

**189**

Paragraph 6.60 1 lines 6–7 *Replace by:*

**Inner harbour.** The least charted depth in the entrance channel is 6·8 m.

Norwegian Notice 17/59337/18

**[NP56-No 2-Wk 42/18]**

**Norway - Oslofjorden - Horten —  
Directions; underwater rocks**

**190–191**

Paragraph 6.72 3 lines 3–10 *Replace by:*

...extending 2 cables N from Vealøs and clear of an underwater rock (59°26'·84N 10°29'·21E) with a depth of 12·5 m, thence:

Close E of a shoal patch (59°26'·79N 10°29'·13E) with a depth of 6·8 m and clear of an underwater rock (59°26'·73N 10°29'·19E) with a depth of 3·9 m, thence:

- 4 Between the breakwater (59°26'·65N 10°29'·16E) on the NW extremity of Vealøs, and the E edge of foul ground (59°26'·68N 10°29'·03E), fringing the E side of Østøya, marked by an iron pole with a light, thence:

Close E of an underwater rock (59°26'·50N 10°29'·02E) with a depth of 6·5 m.

Norwegian Notice 17/59337/18

**[NP56-No 3-Wk 42/18]**

**Norway - Oslofjorden - Fagerstrand — Depths**

**199**

Paragraph 6.131 1 line(s) 4 *For* 8·2 to 12·0 m *Read* 5·1 to 11·6 m

Norwegian Notice 4/59798/19 **[NP56-No 13-Wk 13/19]**

**Norway - Oslofjorden - Løperen —  
Directions; light sector; positions**

**225**

Paragraph 7.53 1–3 *Replace by:*

- 1 From a position 3 cables SE of Vidgrunnen Light Beacon (59°01'·55N 10°57'·63E) (7.22), clear of Duken, an isolated shoal 5 cables SE of the light, with Kverniskjærgrunnen Light (column, 15 m in height) (59°02'·28N 10°58'·35E) bearing 009·5° the route leads generally N for about 8 cables into Løperen (7.55), passing:

- 2 E of Vidgrunnen Light (59°01'·55N 10°57'·63E), which stands on a rock with a depth of 2 m or less, thence:

E of an underwater rock depth about 11·1 m (59°01'·75N 10°58'·03E), and:

- 3 W of Galtene (59°01'·73N 10°59'·05E), a group of above and below-water rocks which lie close off Rødshuet (7.52); they are marked at their S end by an iron perch. Thence:

W of Kverniskjær (59°02'·03N 10°58'·50E), an islet in the middle of the entrance that is foul to the S and E, thence:

Paragraph 7.53 4 line 1 *Replace by:*

- 4 E of Fugleskjær, a rock near the...

Norwegian Notice 21/59524/18 **[NP56-No 5-Wk 50/18]**

**Norway - Oslofjorden - Løperen —  
Directions; leading lights**

**225**

*After* Paragraph 7.55 4 line 7 *Insert:*

- 5 **Useful marks:**

**Russebukta Leading Lights:**

Front light (tripod structure, 10 m in height) (59°04'·55N 10°58'·08E).

Rear light (similar structure, 6 m in height) (2¼ cables from front light).

The alignment (358·5°) of these lights leads through the centre of the channel.

Norwegian Notice 20/59505/18 **[NP56-No 6-Wk 52/18]**

**Norway - Oslofjorden - Asmaløy —  
Directions; lights**

**225**

Paragraph 7.55 1–5 including existing Section IV Notice Week 52/18 *Replace by:*

- 1 **Russebukta Leading Lights:**

Front light (tripod structure, 10 m in height) (59°04'·55N 10°58'·08E).

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Rear light (similar structure, 6 m in height) (2¼ cables from front light).

When clear of Kvern skjærgrunnen Light, the alignment (358.5°) of these lights leads N, passing:

- 2 W of Hestrompa (59°02'82N 10°58'74E), a rock awash marked on its SW side by an iron perch, and:

E of Håbutangen Light (lantern on metal column, 7 m in height, floodlit) (59°02'81N 10°58'04E) exhibited from the E coast of Asmaløy (7.46), thence:

- 3 W of Kråka (59°03'32N 10°58'46E), a small islet near the middle of the channel, and of the rocks awash which extend 2 cables N and 1½ cables S from the islet, both of which are marked by an iron perch. A light (floodlit) is exhibited from a position 1 cable NNW of the islet.

- 4 Thence course should be altered to pass between Lubbegrunnen, a shoal with a least depth of 6 m, on which stands Lubbegrunnen Light (column, 18 m in height, floodlit) (59°04'08N 10°58'07E), and Dødvikpynten Light (white lantern, 3 m in height, floodlit) (2 cables W) which stands on the E coast of Asmaløy. A buoy (starboard hand) is moored close SW of Lubbegrunnen Light.

Norwegian Notice 2/59742/19

[NP56-No 9-Wk 09/19]

### Norway – Oslofjorden - Sarpsborg — Depths

233

Paragraph 7.104 2 line 3 *Replace by:*

...from 5.6 to 6.3 m alongside.

Norwegian Notice 7/60078/19 [NP56-No 14-Wk 19/19]

### Norway – Oslofjorden - Svalerødkilen — Anchorage

235

Paragraph 7.125 including heading *Replace by:*

### Spare 7.125

Norwegian Notice 14/59134/18 [NP56-No 1-Wk 39/18]

### Sweden – West coast – North-west of Strömstad - Nord Hällsö — Anchorage

243

After Paragraph 8.24 1 line 4 *Insert:*

Anchoring is prohibited within two areas centred on 58°57'29N 11°04'29E and 58°58'24N 11°05'39E, lying S and NE of Nord-Hällsö (7.23), respectively.

Swedish Notice 823/15228/20 [NP56-No 32-Wk 44/20]

### Sweden – West coast – South-south-east of Ramskär — Anchorage

244

After Paragraph 8.35 1 line 3 *Insert:*

Anchoring is prohibited within an area centred on 58°41'75N 11°02'45E.

Swedish Notice 823/15238/20 [NP56-No 33-Wk 44/20]

### Sweden – West coast – Skagerrak - Grebbestad — Directions; leading lights

251

Paragraph 8.88 4 line(s) 5-12 *Replace by:*

...Leading Light, the track leads N into the harbour.

Swedish Notice 783/14414/19 [NP56-No 23-Wk 02/20]

### Sweden – Skagerrak – Approaches to Brofjorden - West-south-west of Lysekil — Pilotage

259

Paragraph 9.34 2 line(s) 1-7 *Replace by:*

- 2 No 1 (58°14'29N 11°11'33E), 1¼ miles SW of Brofjorden Approach Light Buoy (9.13).  
No 2 (58°13'30N 11°08'70E), 3 miles SW of Brofjorden Approach Light Buoy.

Swedish Notice 826/15286/20 [NP56-No 35-Wk 47/20]

### Sweden – Skagerrak - Brofjorden — Tugs

259-260

Paragraph 9.36 1-2 *Replace by:*

- 1 **Tug escort.** All crude tankers and all loaded product tankers of more than 20 000 dwt are required to be escorted by tugs from 3 miles SW of Brofjorden Approach Light Buoy (safe water) (58°15'00N 11°13'23E).  
2 It is not recommended to meet or overtake an escorted crude oil tanker in the area between Nos 1 and 2 Light Buoys (lateral) (58°16'42N 11°15'71E) and Håstebåden and Kornögrundet Light Buoys (lateral) (58°18'82N 11°20'84E) (9.42). When other ships are escorted in this part of the fairway, it is recommended that meeting and overtaking is done with great caution.

**Prohibited areas.** Anchoring and fishing are prohibited in Brofjorden Fairway between Nr 3 Light Buoy (58°17'35N 11°17'29E) and Tån Light (58°17'91N 11°19'62E). The limits of the area are as follows:

Swedish Notice 825/15275/20 [NP56-No 34-Wk 46/20]

### Sweden – Skagerrak – Approaches to Brofjorden - West-south-west of Lysekil — Pilotage

260

Paragraph 9.40 2 line(s) 2 *Replace by:*

...NE of No 2 pilot boarding station (9.34), the...

Swedish Notice 826/15286/20 [NP56-No 36-Wk 47/20]



**Sweden - Skagerrak - Approaches to Brofjorden  
- West-south-west of Lysekil — Pilotage**

262

Paragraph 9.55 1 line(s) 1-11 *Replace by:*

1 See 9.34.

Swedish Notice 826/15286/20 [NP56-No 37-Wk 47/20]

**Sweden - Skagerrak - Lysekil — Restricted area**

265

*After* Paragraph 9.65 2 line 4 *Insert:*

A restricted area (58°16'·57N 11°27'·83E), into which unauthorised entry is prohibited, is situated about 2½ cables E of the Grötö peninsula.

Swedish Notice 787/14580/20

[NP56-No 24-Wk 05/20]

**Sweden - Skagerrak - Lysekil — Restricted area**

265

Paragraph 9.65 2 lines 1-7 including existing Section IV Notice Week 05/20 *Replace by:*

2 **Pilotage.** See 9.55.

**Restricted areas.** Unauthorised entry is prohibited into the following areas:

In an area surrounding a DG range S of Grötö (58°16'·41N 11°26'·76E), centred on 58°16'·18N 11°27'·11E.

In an area surrounding a wind turbine, centred on 58°16'·57N 11°27'·83E, E of the Grötö peninsula.

**Speed limits.** Vessels are limited to a speed of 5 kn in Södra Hamnen, the inner harbour and Norra Hamnen.

Paragraph 9.66 2 line(s) 1-6 *Replace by:*

2 **Degaussing range.** A DG range, established 1 cable off the S side of Grötö (58°16'·41N 11°26'·76E), consists of seven dolphins in a line 1 cable in length. Two fixed red lights are displayed on the E and W dolphins.

See restricted areas at 9.65.

Swedish Notice 830/15341/20 [NP56-No 38-Wk 52/20]

**Sweden - Skagerrak - Hakefjord -  
Mitholmarna — Directions; light**

277

Paragraph 9.148 1 line(s) 5 *For* (037°-040·9°) *Read* (036·5°-040·5°)

Swedish Notice 744/13815(P)/19

[NP56-No 10-Wk 12/19]

**Sweden - Skagerrak - Hakefjord -  
Mitholmarna — Directions; light**

277

Paragraph 9.149 3 line(s) 6 *For* (018°-028°) *Read* (017·5°-023·5°)

Swedish Notice 744/13815(P)/19

[NP56-No 11-Wk 12/19]

**Sweden - Skagerrak - Hakefjord -  
Mitholmarna — Directions; light**

277

Paragraph 9.150 1 line(s) 5 *For* (138°-144°) *Read* (137·5°-144·0°)

Swedish Notice 744/13815(P)/19

[NP56-No 12-Wk 12/19]

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**Stavanger - Kvitsøy - Leiasund — Anchorage;  
submarine cable**

86

Paragraph 3.59 4 lines 4-10 *Delete*

Norwegian Notice 23/60888/19

[NP57A-No 9-Wk 04/20]

**Rogaland - Karmøy - Skudeneshavn —  
Directions; light; leading line**

87

Paragraph 3.65 1-3 *Replace by:*

1 **Secondary channel.** A secondary channel leads into Skudeneshavn from the S, entering between a mole (59°08'·63N 5°15'·56E) extending E from Karmøy, and a mole, close S, extending W from Skjåholmen.

2 The channel is marked by the alignment (323·4°) of the following lights:

Skudeneshavn Molo Light (post, 3 m in height) (59°08'·60N 5°15'·54E).

Skagaskjeret Light (59°08'·64N 5°15'·49E).

Norwegian Notice 10/61506/20

[NP57A-No 26-Wk 27/20]

**Norway - Stavanger — Directions from  
north-west; Tjuvholmboen to Midtgrunnen**

93

Paragraph 3.104 3 line(s) 5 *For* SW *Read* SE

Paragraph 3.104 4 line(s) 1 *Replace by:*

4 The track then leads S and SE to a position SW...

Norwegian Chart 455; ENC NO5G0711

[NP57A-No 19-Wk 15/20]

# NP57A

## Rogaland - Karmsundet middle part - Kopervik to Salhus — Vertical clearances

151

Paragraph 5.50 1 line(s) 2-3 *Replace by:*

...(59°19'00N 5°19'70E), with a minimum vertical clearance of 54 m, span Karmsundet close S of Kulorten Beacon;...

Norwegian Notice 04/61217/20

[NP57A-No 18-Wk 15/20]

## Rogaland - Utsira - Beiningskalven— Directions; Light

155

Paragraph 5.77 2 lines 4-9 *Replace by:*

...4°54'11E); Skardholmflua (59°18'17N 4°55'25E), a shoal, is cleared by Bermesholmen Light (59°18'95N 4°54'54E) (5.13) bearing less than 323° and the green sector of Beiningskalven Light (59°17'64N 4°54'02E) bearing more than 235.3°. Thence:

Norwegian Notice 13/61946/20

[NP57A-No 32-Wk 34/20]

## South west coast - Kvaløysfjorden — Directions; light sector

159

Paragraph 5.90 2 line(s) 10 *For* 264.8°-029° *Read* 264.6°-002.8°

Paragraph 5.90 4 line(s) 5 *For* 264.8°-029° *Read* 264.6°-002.8°

Paragraph 5.90 6 line(s) 4 *For* 221.8°-248.7° *Read* 221.6°-248.7°

Norwegian Notice 17/62410/20; Norwegian LL 131700

[NP57A-No 35-Wk 46/20]

## Hordaland - Bømlafjorden - Nappholmen to Røysaneset — Directions; light sector

175

Paragraph 6.27 1 line 6 *For* (219.1°-245°) *Read* (217.8°-244.8°)

Paragraph 6.28 1 line 3 *For* 219.1° *Read* 217.8°

Norwegian Notice 12/61672; Norwegian LL 134500/20

[NP57A-No 31-Wk 32/20]

## Hordaland - Bømlafjorden - Førdespollen — Directions; light sector

175

Paragraph 6.30 2 line 2 *For* 172.5°-175.9° *Read* 172.2°-175.3°

Paragraph 6.30 2 line 6 *For* 282.9°-293.9° *Read* 283.7°-293.2°

Paragraph 6.30 3 lines 1-3 *Delete*

Norwegian Notice 11/61632/20

[NP57A-No 30-Wk 30/20]

## Rogaland - Bjoafjorden - Fornesholmen — Directions; light sector

181

Paragraph 6.64 6 line 3 *For* (119.9°-126.2°) *Read* (121°-125.7°)

Norwegian Notice 8/61377/20

[NP57A-No 20-Wk 22/20]

## Rogaland - Ølsfjorden - Romsasundet - Kampareholmen — Directions; light sector

181

Paragraph 6.66 4 line 2 *For* (157.1°-168.2°) *Read* (158.9°-168°)

Paragraph 6.66 4 line 5 *For* 157.1° *Read* 158.9°

Norwegian Notice 8/61374/20

[NP57A-No 21-Wk 22/20]

## Rogaland - Bjoafjorden - Fornesholmen — Directions; light sector

185

Paragraph 6.95 1 line 4 *For* (211.4°-233.9°) *Read* (217.6°-233.7°)

Norwegian Notice 8/61377/20

[NP57A-No 22-Wk 22/20]

## Hordaland - Halsnøya - Høylandssundet - Hillestadholmen — Directions; light sector

187

Paragraph 6.117 2 lines 6-7 *Replace by:*

...the red sector of Hillestadholmen Light, bearing more than 318.4°. Thence:

Paragraph 6.117 4 lines 6-11 *Replace by:*

...on Kyllingane. The dangers of Sandvollgrunnen, Bleikjo and Kyllingane are covered by the green sector (162.3°-193.8°) of Hillestadholmen Light. Sandvollholmen lies in the red sector (156.3°-162.3°) and Fossafllu lies in the white sector (145.2°-156.3°) of Hillestadholmen Light.

Paragraph 6.118 1 line 7 *For* (144.8°-154.8°) *Read* (145.2°-156.3°)

Norwegian Notice 8/61381/20

[NP57A-No 23-Wk 22/20]

**Hordaland - Halsnøya - Høylandssundet -  
Hillestadholmen — Directions; light sector**

**187-188**

Paragraph 6.119 2 line 5 *For red Read green*

Paragraph 6.119 2 line 8 *For 268.7° Read 267°*

Paragraph 6.119 6 line 2 *For (145.2°-154.9°) Read (145.2°-156.3°)*

Paragraph 6.119 6 line 5 *For (260°-268.7°) Read (259.8°-267°)*

Paragraph 6.119 6 line 9 *For (096.3°-150.9°) Read (096.2°-149.6°)*

Norwegian Notice 8/61381/20

[NP57A-No 24-Wk 22/20]

**Hordaland - Hardangerfjorden - Skorpegavlen  
— Directions; light sector; bearing**

**194**

Paragraph 6.155 1 line(s) 7 *For red Read green*

Paragraph 6.155 1 line(s) 9 *For 105.6° Read 105.9°*

Paragraph 6.155 2 line(s) 5 *For (129.1°-132°) Read (130.6°-133.1°)*

Paragraph 6.155 3 line(s) 6 *For (151.5°-161.7°) Read (151.7°-161.9°)*

Norwegian Notice 10/61523/20

[NP57A-No 27-Wk 27/20]

**Hordaland - Hardangerfjorden - Skorpegavlen  
— Directions; light sector**

**196**

Paragraph 6.170 4 line(s) 1-5 *Replace by:*

- 4 **At night** having passed Skorpegavlen the track leads NE within the white sector (213.4°-217.0°) of Skorpen Light, astern, and thence continues NE within the white sector (353.3°-025.9°) of Fjæreflu Light, until a position is reached about 1½ miles S of the latter light.

Norwegian Notice 10/61523/20

[NP57A-No 28-Wk 27/20]

**Hordaland - Kvinnheradsfjorden to Øynefjorden  
— Directions; light sectors; bearings**

**198**

Paragraph 6.189 2 line(s) 3 *For red Read green*

Paragraph 6.189 2 line(s) 4 *For 179.9° Read 181.9°*

Paragraph 6.189 2 line(s) 9 *For 347.1° Read 345.9°*

Paragraph 6.189 4 line(s) 6 *For red Read green*

Paragraph 6.189 4 line(s) 7 *For 225.3° Read 225.4°*

Paragraph 6.189 5 line(s) 3 *For (336°-347.1°) Read (335.9°-345.9)*

Paragraph 6.189 5 line(s) 6 *For (225.3°-230.5°) Read (225.4°-230.5°)*

Norwegian Notice 10/61497; 61499/20

[NP57A-No 29-Wk 27/20]

**Hardangerfjorden - Ytre Samlen -  
North-north-west of Jondal - Jonaneset —  
Directions; light sector**

**200**

Paragraph 6.208 4 line(s) 7 *For (017.6°-032.2°) Read (018.4°-031.0°)*

Norwegian Notice 9/61477/20

[NP57A-No 25-Wk 25/20]

**North-west of Bergen - Toftøyna -  
Toftevågen — Anchorage**

**269**

Paragraph 8.115 3 line(s) 4-7 *Delete*

Norwegian Notice 16/60589/19

[NP57A-No 1-Wk 50/19]

**Sotra - Raunefjorden - Raunane —  
Directions; light sector**

**270**

Paragraph 8.127 1 line 8 *For (008.3°-159.7°) Read (008.5°-024.9°)*

Norwegian Notice 24/60916/19

[NP57A-No 11-Wk 05/20]

**Hordaland - Hjeltaneset to Bergen -  
Kjøkkelvik — Wrecks**

**278**

Paragraph 8.168 1-2 *Replace by:*

- 1 **Description.** Kjøkkelvik (60°23'·60N 5°13'·60E) contains several quays with a boat harbour at its head; the quays on the SW and S shores are only suitable for small craft. At the National Diving School on the NE side of the bay there is a concrete quay with two faces 22 and 24 m long, with depths from 3·6 to 5·0 m alongside. A dangerous wreck (60°23'·60N 5°13'·82E) lies NW of the quay and another in Skålevik (60°23'·74N 5°14'·13E), E of Kjøkkelvik.
- 2 **Mooring buoys.** Several mooring buoys, from which lights are exhibited, are moored on the NE side of Kjøkkelvik and in Skålevik.

Norwegian Notice 18/62592/20

[NP57A-No 36-Wk 49/20]

# NP57A

## Blomøyna - Dalsvågen — Anchorage

290

Paragraph 9.17 1 line(s) 1-7 *Replace by:*

- 1 The inlet of Blomvåg (60°31'·74N 4°52'·77E) affords good anchorage close N of Stridsholmen (60°31'·66N 4°52'·79E). There are several quays in Blomvåg; the largest, situated WSW of Stridsholmen, consists of a stone quay 22 m long, with depths from 2·0 to 17·1 m on its S side.

Norwegian Notice 16/60591/19

[NP57A-No 2-Wk 50/19]

## Hordaland - Kollsnes - Osundet — Directions; leading lights

290

Paragraph 9.19 1 lines 1-8 *Replace by:*

- 1 From a position (60°31'·50N 4°48'·50E) about 1½ miles SW of the entrance, the track leads initially NE, passing:

Norwegian Notice 17/60612/19

[NP57A-No 3-Wk 50/19]

## Alvøyna - Heggøyvågen and Dåvøysundet — Anchorages

291

Paragraph 9.25 including heading *Replace by:*

**Spare  
9.25**

Norwegian Notice 16/60591/19

[NP57A-No 4-Wk 50/19]

## Alvøyna - Søre Selsvågen — Anchorage

294

Paragraph 9.41 1 line(s) 1-8 *Replace by:*

- 1 **Description.** Entered close SE of Vardneset, Søre Selsvågen (60°38'·10N 4°47'·86E) is spanned by an overhead cable, with a vertical clearance of 19 m, and in its N part there is small harbour with three quays; the largest, at a shell sand drying plant, consists of an angled concrete quay with a total length of 28 m and depths up to 3·6 m alongside.

Norwegian Notice 16/60591/19

[NP57A-No 5-Wk 50/19]

## Bergen - Hjeltefjorden - Ågotnes — Directions; wreck

300-301

Paragraph 9.78 1 *Replace by:*

- 1 There are no specific directions for berthing at Ågotnes (60°24'·81N 5°00'·42E). However, a wide berth should be given to a dangerous wreck (60°25'·10N 5°00'·71E), a former floating dock 210 m in length, by vessels rounding the promontory N of Tranneset (9.77).

Paragraph 9.79 5 lines 8-9 *Delete*

Norwegian Notice 23/60883/19

[NP57A-No 10-Wk 04/20]

## Hjeltefjorden - Småvikane — Anchorage

304

Paragraph 9.105 including heading *Replace by:*

**Spare  
9.105**

Norwegian Notice 16/60591/19

[NP57A-No 6-Wk 50/19]

## Indrevær and Utvær to Bulandet - Lågøyfjorden - Kråkesteinen — Directions; light sector

392

Paragraph 11.9 6 line(s) 5-7 *Replace by:*

...(025·6°-082·1°) of Kråkesteinen Light (61°09'·34N 4°39'·35E) (11.22). Thence:

Norwegian Notice 1/60966/20

[NP57A-No 12-Wk 08/20]

## Straumfjorden to Buefjorden - Lågøyfjorden - Kråkesteinen — Directions; light sector

394

Paragraph 11.22 5 line(s) 7-8 *Replace by:*

...in height) (61°09'·34N 4°39'·35E), exhibited from the W side of an...

Norwegian Notice 1/60966/20

[NP57A-No 13-Wk 08/20]

## Sogn og Fjordane - Ytre Sula - Langøysundet — Vertical clearance

398

Paragraph 11.43 1 line(s) 7-9 *Delete*

Norwegian Notice 3/61114/20

[NP57A-No 16-Wk 13/20]

## Sogn og Fjordane - Aldefjorden - Austnesholmen — Directions; light sector

407

Paragraph 11.100 1 line 7 *For* 218·6°-226·9° *Read* 194·9°-238·8°

Norwegian Notice 2/61058/20

[NP57A-No 15-Wk 10/20]



**Sogn og Fjordane - Sula -  
Krakhellesundet — Vertical clearances**

410

Paragraph 11.120 including heading *Replace by:*

**Spare  
11.120**

Norwegian Notice 3/61104/20

[NP57A-No 17-Wk 13/20]

**Sogn og Fjordane - Atløyna north-west side -  
Hinnøysundet — Directions; light sector**

416

Paragraph 11.159 2 line(s) 3-4 *Replace by:*

...NNE out into Heggøyosen within the white sector (158.7°-161.3°), astern, of this light.

Norwegian Notice 1/60965/20

[NP57A-No 14-Wk 08/20]

**Sogn og Fjordane - East of Florø -  
Eikefjorden - Helgøya — Light**

438

Paragraph 11.305 1 line(s) 1-5 *Replace by:*

- 1 **At night**, the track leads initially within the white sector (071.7°-075.6°) of Helgøy Light until 4 cables from it. Thence, having passed through Helgøysundet the track leads E through Leversundet. When a...

Norwegian Notice 20/60791/19

[NP57A-No 7-Wk 50/19]

**Sogn og Fjordane - East-north-east of  
Florø - Breidvika - Fjord Base —  
Development; directions**

450

After Paragraph 11.376 1 line 9 *Insert:*

**Harbour  
11.376a**

- 1 **General layout.** The harbour of Fjord Base contains several quays arranged along the N side of Botnaneset (61°36'·70N 5°04'·45E) and within Breidvika, WSW of Botnaneset.

**Development.** Land reclamation and development is taking place (2019) W of the offshore supply base, on the islands of Perholmen and Gulholmen.

**Development.** Land reclamation and development is taking place (2019) W of the offshore supply base, on the islands of Perholmen and Gulholmen.

Paragraph 11.378 1-3 including paragraph number *Replace by:*

**Spare  
11.378**

ENC NO5E1310 (14.003)

[NP57A-No 8-Wk 50/19]

**Sogn og Fjordane - Måløyna - Måløysundet —  
Directions; leading lights**

492

Paragraph 12.257 2-3 *Replace by:*

- 2 The track then leads to the vicinity of 61°55'·57N 5°07'·37E, 2 cables S of the bridge (12.250 and 12.251).

Thence the track leads N through the centre of E passage, with light beacons marking the edges of the channel, and under the centre of the E span of the bridge.

- 3 Once clear of the bridge, in the vicinity of 61°55'·78N 5°07'·47E, the track continues N into the centre of the port of Måløy, from where the harbour berths can be approached directly. Lights are exhibited from the corners of some of the berths on the W side of the harbour.

(Directions continue for Ulvesundet at 12.266)

Paragraph 12.258 1 lines 1-8 *Replace by:*

- 1 From a position in the centre of Måløy harbour, in the vicinity of 61°56'·10N 5°07'·44E, the track leads SSW for 3 cables to the W passage.

Thence the track leads S through the centre of W passage, with light beacons marking the edges of the channel, and under the centre of the W span of the bridge (12.250 and 12.251).

Paragraph 12.258 2 lines 1-4 *Delete*

Norwegian Notice 15/62187/20

[NP57A-No 33-Wk 40/20]

**Sogn og Fjordane - Måløyna - Måløystraumen  
— Leading lights diagram**

493

After Paragraph 12.259 5 line 5 Diagram titled Måløystraumen (12.259) *Delete*

Norwegian Notice 15/62187/20

[NP57A-No 34-Wk 40/20]

**NP57B Norway Pilot Volume 2B (2017 Edition)**

**Navigation and Regulations – Pilotage —  
Pilotage boarding places**

9

After Paragraph 1.45 1 line 9 *Insert:*

Raudøyleia\* 64°24'·00N 10°14'·00E

Norwegian Chart 309/15

[NP57B-No 1-Wk 02/18]

**Raudøyholmen - Ørsta fjorden —  
Directions; light**

81

Paragraph 3.131 2 lines 1-3 *Replace by:*

- 2 The track then leads SSE to a position SW of...

Norwegian Notice 8/58748/18

[NP57B-No 4-Wk 22/18]

# NP57B

## Møre og Romsdal - Sulafjorden — Directions; ODAS buoy

82

After Paragraph 3.141 2 line 2 *Insert*:

Clear of a light buoy (ODAS) (62°25'·41N 6°01'·93E),  
thence:

Norwegian Notice 2/61087/20

[NP57B-No 56-Wk 10/20]

## Møre og Romsdal - Holmefjorden — Sector light

95

Paragraph 3.234 3 lines 7-8 *Delete*

Norwegian Notice 21/59559/18

[NP57B-No 11-Wk 50/18]

## Møre og Romsdal - Holmefjorden — Directions; sector light

97

Paragraph 3.242 2 lines 2-4 *Replace by*:

...Grønnholmen Light, and thence SE, passing:

Norwegian Notice 21/59559/18

[NP57B-No 12-Wk 50/18]

## Storfjorden - Velteneset — Overhead power cables

104

After Paragraph 3.307 2 line 4 *Insert*:

### Vertical clearance 3.307a

- 1 Two overhead power cables, with a least vertical clearance of 60 m, span Storfjorden between Velteneset (3.307) and Gausneset, 1 mile NE.

Norwegian Notice 8/58730/18

[NP57B-No 5-Wk 22/18]

## Møre og Romsdal - Ålesund - Steinvågsundet — Depths

112

Paragraph 3.364 1 lines 4-8 *Replace by*:

Steinvågsundet (62°28'·26N 6°07'·42E); 5·0 m at the N entrance, 1 cable SW of the bridge, and about 5·0 m in the channel off Kverna (3.379) in the S entrance.

Norwegian Notice 3/61182/20

[NP57B-No 60-Wk 13/20]

## Møre og Romsdal - Ålesund - Aspevågen — Prohibited area

112

After Paragraph 3.372 1 *Insert*:

### Prohibited area 3.372a

- 1 Anchorage is prohibited within 50 m of a wreck in position 62°27'·78N 6°07'·90E.

Norwegian Notice 8/61358/20

[NP57B-No 65-Wk 22/20]

## Møre og Romsdal - Ålesund - Steinvågen — Directions; buoys

113

Paragraph 3.379 3 lines 3-5 *Replace by*:

...marked by light beacons (starboard hand).

Norwegian Notice 3/61182/20

[NP57B-No 61-Wk 13/20]

## Møre og Romsdal - Ålesund - Steinvågsundet — Leading lights

113

Paragraph 3.380 1 lines 3-8 *Replace by*:

...track leads WSW, passing:

Norwegian Notice 8/61356/20

[NP57B-No 66-Wk 22/20]

## Møre og Romsdal - Ålesund - Aspevågen — Anchorage

114

Paragraph 3.383 1 line 4 *For* 62°27'·78N 6°08'·00E *Read* 62°27'·82N 6°08'·12E

Norwegian Notice 8/61358/20

[NP57B-No 67-Wk 22/20]

## Åsefjorden - Veddevika — Submarine pipeline

116

Paragraph 3.392 1 line 9 *Replace by*:

...30 m, sand, taking care to avoid a submarine pipeline.

Norwegian Notice 14/59112/18

[NP57B-No 7-Wk 35/18]

## Møre og Romsdal - Sula - Mauseidvågen — Submarine cables

117

Paragraph 3.403 1 line 1 *Replace by*:

- 1 **Anchorage** may be obtained, avoiding charted submarine cables, in Mauseidvågen...

Norwegian Notice 21/60797/19

[NP57B-No 45-Wk 51/19]

**West coast - Ellingsøya - Taftasundet —  
Vertical clearance**

133

Paragraph 4.77 1 line 4 *Replace by:*

...vertical clearance of 4.5 m, reported (2018), and has a navigable width...

Norwegian Notice 17/59298/18

[NP57B-No 9-Wk 41/18]

**West coast - Romsdalsfjorden - Tomrefjorden -  
Bårsneset — Directions; light sectors**

147

Paragraph 4.198 2 line 2 *For* (140¼°-144° and 148½°-157½°) *Read* (140°-144° and 148.5°-157.5°)Paragraph 4.198 3 line 6 *Replace by:*

...covered by a red sector (144°-147°) of...

Paragraph 4.198 6 line 3 *For* (332¾°-350°) *Read* (332.5°-350°)

Norwegian Notice 10/60259/19

[NP57B-No 27-Wk 26/19]

**Møre og Romsdal - Romsdalfjorden -  
Tresfjorden — Directions; light**

152

Paragraph 4.253 1-2 *Replace by:*

- 1 From a position S of Julneset (62°43'·47N 6°58'·90E), the track leads ESE through the outer part of Romsdalsfjorden to a position E of Furneset, where Furneset Light (62°39'·21N 7°04'·99E) is exhibited.

Thence the track leads S, passing:

- 2 E of the islet of Feøya (62°38'·01N 7°06'·26E) where Feøya Light (post, floodlit, 3 m in height) is exhibited, and noting a marine farm established 8½ cables E of the light, thence: Under the navigable span of Tresfjord Bridge (4.251), marked by lights.

Norwegian Notice 1/60992/20

[NP57B-No 47-Wk 08/20]

**South of Molde - Tresfjorden — Directions; light**

152

Paragraph 4.253 3 lines 1-7 *Replace by:*

- 3 Thence the track continues SSE to a position W of Daugstad (62°33'·80N 7°09'·19E) and then S in mid-channel to the head of the fjord.

Norwegian Notice 2/58407/18; ENC NO4E1514

[NP57B-No 8-Wk 35/18]

**West coast - Romsdalsfjorden -  
Hovdeneset — Directions; light sectors**

153

Paragraph 4.267 3 line 7 *For* (126°-138°) *Read* (126.5°-138°)Paragraph 4.267 4 line 3 *For* (246°-249°) *Read* (246.5°-249.5°)

Norwegian Notice 10/60263/19

[NP57B-No 28-Wk 26/19]

**Møre og Romsdal - Romsdalsfjorden —  
Directions; light**

153

Paragraph 4.267 4 line(s) 5 *For* Tresfjorden *Read* Feøya

Norwegian Notice 1/60992/20

[NP57B-No 48-Wk 08/20]

**West coast - Romsdalsfjorden -  
Hovdeneset — Directions; light sector**

154

Paragraph 4.281 1 line 7 *For* (302°-335°) *Read* (304°-335.5°)

Norwegian Notice 10/60263/19

[NP57B-No 29-Wk 26/19]

**West coast - East-south-east of Molde -  
Langfjorden - Åfarnes —  
Directions; light sectors**

154

Paragraph 4.289 1 line(s) 3-4 *Replace by:*

...sectors (053.0°-058.0° or 064.0°-073.5°) of Herjeskjæret Light (62°40'·22N 7°30'·32E), passing:

Paragraph 4.289 1 line(s) 8 *For* (058°-064½°) *Read* (058°-064.3°)Paragraph 4.289 2 line(s) 1-3 *Replace by:*

- 2 Either side of Hestholmen (62°39'·38N 7°26'·90E), covered by the green sector (060.0°-064.0°) of Herjeskjæret Light, thence:

Norwegian Notice 5/59973/19

[NP57B-No 14-Wk 15/19]

**Nogvafjorden - Flemsøya — Directions; light  
sector**

158

Paragraph 4.334 1 line 3 *For* (126.5°-135°) *Read* (127.5°-135.5°)

Norwegian Notice 12/58954/18

[NP57B-No 6-Wk 31/18]

# NP57B

## West coast - Gossa - Røssøyvågen — Directions; lights

164-165

Paragraph 4.372 1 lines 7-9 *Replace by:*

**Directions.** From a position S of Kjølengen Light (4.370), the track leads SE, passing:

Paragraph 4.372 2 lines 1-4 *Replace by:*

2 NE of Sinkelen (62°49'·42N 6°46'·72E), marked by an iron perch, thence:

Norwegian Notice 17/60616/19

[NP57B-No 41-Wk 43/19]

## Approaches to Budadjupet - Bjørnsund — Directions; light

166

Paragraph 4.386 1 line(s) 3 *For* (138°-164°) *Read* (138°-161·5°)

Norwegian Notice 4/59825/19

[NP57B-No 13-Wk 13/19]

## Møre og Romsdal - Julsundet - Julbøen — Directions; light sectors

169

Paragraph 4.406 2 line(s) 6 *For* (359°-006¼°) *Read* (358·7°-019·2°)

Paragraph 4.406 3 line(s) 4-6 *Replace by:*

...green sector (157·6°-161·8°) of Julholmen Light and a red sector (006·3°-019·2°) of Hogsneset Light.

Norwegian Notice 1/60977/20

[NP57B-No 49-Wk 08/20]

## Møre og Romsdal - Hustadvika - Storesundet — Directions; light sector

172

Paragraph 4.431 1 line 3 *For* 327°-353° *Read* 326°-353°

Paragraph 4.431 2 line 7 *For* 156°-164½° *Read* 156·7°-164·6°

Norwegian Notice 2/61064/20

[NP57B-No 57-Wk 10/20]

## Hustadvika - Midtfjorden - Vikan Light to Sjøsørpa via Stoplan — Directions; light sector

181

Paragraph 5.37 1 line(s) 3 *For* (203°-208°) *Read* (204·5°-208·6°)

Norwegian Notice 1/60986/20

[NP57B-No 50-Wk 08/20]

## Hustadvika - Midtfjorden - Channel north-west of Vikan Light — Directions; light sector

183

Paragraph 5.48 1 line(s) 3 *For* (143°-149°) *Read* (144·1°-149·5°)

Norwegian Notice 1/60986/20

[NP57B-No 51-Wk 08/20]

## North-west coast - Hustadvika - Kråksundet — Directions; light sector

183

Paragraph 5.49 1 line 4 *For* (140°-142°) *Read* (141°-142·5°)

Norwegian Notice 7/60119/19

[NP57B-No 20-Wk 20/19]

## Hustadvika - Midtfjorden - Vikan — Directions; light sector

183

Paragraph 5.51 3 line(s) 1-4 *Replace by:*

3 An alternative approach is from W passing S of Skutholmtaren and N of Skutholmen, close S.

Norwegian Notice 1/60986/20

[NP57B-No 52-Wk 08/20]

## West coast - Hustadvika - Kvitholmen — Directions; light sector

187

Paragraph 5.70 2 line 10 *For* 230°-235° *Read* 231·5°-236°

Norwegian Notice 11/60331/19

[NP57B-No 31-Wk 29/19]

## Hustadvika - Halluren to Hestskjær - Litlsandøya — Directions; light sector

187

Paragraph 5.71 3 line(s) 2-3 *Replace by:*

...sectors (209·9°-218·3° or 221·9°-227·9°), astern, of Litlsandøya Light (63°02'·95N 7°23'·42E), passing NW of...

Norwegian Notice 1/60975/20

[NP57B-No 53-Wk 08/20]

## Møre og Romsdal - Ramnfjorden - Sveggevika - Galten Light — Directions; light sector

189

Paragraph 5.85 5 line(s) 5 *For* (072°-074°) *Read* (070·8°-072·7°)

Norwegian Notice 1/61004/20

[NP57B-No 54-Wk 08/20]



**Møre og Romsdal - Ramnfjorden - Sveggevika -  
Galten Light — Directions; light sector**

191

Paragraph 5.99 1 line(s) 3 *For* (103°-114°) *Read* (102.6°-112.5°)

Norwegian Notice 1/61004/20

[NP57B-No 55-Wk 08/20]

**North-west coast - Ramngapet-  
Stavneset — Directions; light**

193

Paragraph 5.111 4 line 7 *For* 090.5° *Read* 091.5°

Norwegian Notice 6/60020/19

[NP57B-No 17-Wk 18/19]

**West coast - Lauvøyfjorden -  
Vevangstraumen — Directions; light**

197-198

Paragraph 5.154 3 lines 1-8 *Replace by:*

3 ENE of Vevang Light (starboard hand, floodlit)  
(63°00'.40N 7°18'.51E).

Thence the track continues into Lauvøyfjorden leading either ENE to pass N of Mannsholmen (63°00'.40N 7°19'.30E), or SE to pass SW of Mannsholmen.

Norwegian Notice 16/60572/19

[NP57B-No 38-Wk 42/19]

**West coast - Kornstadfjorden -  
Averøya - Grønmyr — Directions; light sectors**

199

Paragraph 5.164 1 line(s) 4 *For* (101½°-105°) *Read* (101.5°-106.0°)

Paragraph 5.164 2 line(s) 2 *For* (321½°-342½°) *Read* (320.0°-342.5°)

Norwegian Notice 5/59966/19

[NP57B-No 15-Wk 15/19]

**West coast - Freifjorden - Freines —  
Directions; light**

204

Paragraph 5.214 3 line(s) 3-4 *Replace by:*

**At night**, a track leads SE with the line of bearing 321°, astern, of Freines Light into the N part of...

Norwegian Notice 11/30343/19

[NP57B-No 32-Wk 29/19]

**North-west coast - Ytrefjorden -  
Griphølen — Directions; light**

209

Paragraph 5.262 3 lines 3-5 *Replace by:*

...danger), and covered by a red sector (277.9°-283.2°), astern, of Grip Light and a green sector (124°-127.1°), ahead, of Lyktlangholmen...

Paragraph 5.262 5 line 2 *For* (113°-123° and 126°-130°) *Read* (113.1°-122.8° and 127.1°-130.7°)

Paragraph 5.262 5 line(s) 6 *For* (285°-291½° and 275½°-278°) *Read* (284.5°-290.6° and 274.3°-277.9°)

Norwegian Notice 13/60453/19

[NP57B-No 34-Wk 34/19]

**West coast - Kristiansund - Talgsjøen -  
Kvitneset — Directions; light sector**

211

Paragraph 5.274 1 line(s) 5 *For* (157½°-178°) *Read* (158.5°-178.5°)

Norwegian Notice 5/60006/19

[NP57B-No 16-Wk 15/19]

**West coast - Freifjorden - Årsundøya —  
Directions; light sectors**

218

Paragraph 5.319 1 line 3 *For* (121°-170°) *Read* (137°-169.5°)

Paragraph 5.319 2 line 2 *For* (030°-042½°) *Read* (029.5°-042.5°)

Norwegian Notice 10/60263/19

[NP57B-No 30-Wk 26/19]

**Møre og Romsdal - Årsundfjorden -  
Stabblandet — Directions; light**

219

Paragraph 5.324 1 lines 3-6 *Replace by:*

...night in the white sector (063.9°-075.9°) of Stabblandet Light (63°09'.41N 8°13'.12E) (5.385), passing:

Norwegian Notices 2/61067 & 61069/20

[NP57B-No 58-Wk 10/20]

**North-west coast - Halsafjorden - Fåråneset —  
Directions; light**

220

Paragraph 5.337 1 line 3 *For* 204° *Read* 202°

Norwegian Notice 6/60056/19

[NP57B-No 18-Wk 18/19]

# NP57B

## West coast - Trongfjorden - Bøfjorden — Directions; light

221

Paragraph 5.342 1 line(s) 5-7 *Replace by:*

NNW of Stakkneset (63°00'·53N 8°20'·79E).

Paragraph 5.342 4 line(s) 1-7 *Delete*

Paragraph 5.343 1 line 3 *Replace by:*

...Bøfjorden, in depths of 19 m and...

Norwegian Notice 16/60613/19

[NP57B-No 39-Wk 42/19]

## West coast - Trongfjorden - Torjolvågen — Directions; light

222

Paragraph 5.350 1 line(s) 6-8 *Replace by:*

...track leads SW, passing:

Norwegian Notice 16/60613/19

[NP57B-No 40-Wk 42/19]

## North-west coast - Surnadalsfjorden - Torvika — Directions; light sectors

223

Paragraph 5.369 1 line 3 *For* (074°-098°) *Read*  
(074·5°-098·5°)

Paragraph 5.369 2 line 5 *For* (250°-260°) *Read*  
(250·5°-261°)

Norwegian Notice 7/60092/19

[NP57B-No 21-Wk 20/19]

## North-west coast - Trongfjorden - Askneset — Directions; light sector

223

Paragraph 5.369 4 line 3 *For* (264°-274°) *Read*  
(263°-266·5°)

Norwegian Notice 7/60096/19

[NP57B-No 22-Wk 20/19]

## North-west coast - Trongfjorden - Askneset — Directions; light sector

224

Paragraph 5.379 1 line 3 *For* (246°-254°) *Read*  
(246°-253°)

Norwegian Notice 7/60096/19

[NP57B-No 23-Wk 20/19]

## Møre og Romsdal - Arsundfjorden - Stabblandet - Directions; light

225

Paragraph 5.385 1 lines 4-5 *Replace by:*

...(063·9°-075·9°) of Stabblandet Light (lantern, 6 m in height) (63°09'·41N 8°13'·12E), passing:

Paragraph 5.385 3 line(s) 1-3 *Replace by:*

3 NNW of Storvika (63°08'·86N 8°15'·29E).

Norwegian Notice 2/61067/20

[NP57B-No 59-Wk 10/20]

## Møre og Romsdal - Vinjefjorden — Directions; light

228

Paragraph 5.417 1 line(s) 1-4 *Replace by:*

1 From a position SE of Arøya (63°10'·83N 8°35'·38E), the track leads E, passing:

Paragraph 5.417 2 line(s) 1-10 *Replace by:*

2 N of an islet (63°11'·16N 8°44'·10E) at the entrance to Engdalen (5.420), thence: N of Hovdehammeren Light (post, 10 m in height) (63°11'·78N 8°50'·35E), standing on the N side of an elongated hill on the S side of the fjord.

Thence the track continues E to the head of the fjord.

Norwegian Notice 21/60814/19

[NP57B-No 46-Wk 51/19]

## Norway - North-west coast - Nordmørsfjordane - Edøyfjorden — Directions; light

230

Paragraph 5.433 2 line 4 *For* 147° *Read* 148°

Norwegian Notice 6/60030/19

[NP57B-No 19-Wk 18/19]

## North of Kristiansund - Grip — Directions; light sector

237

Paragraph 6.14 1 line(s) 3 *For* 132°-182° *Read*  
133·2°-182·9°

Norwegian Notice 20/60750/19

[NP57B-No 43-Wk 48/19]

## Møre og Romsdal - Smøla - Kalvøya — Directions; light

238

Paragraph 6.16 2-5 *Replace by:*

2 Thence the track continues E to a position about 1·1 miles W of Skardholmen Light.

**Orholmskjær Leading Lights:**

Front (tripod, 5 m in height) (63°21'·17N 7°46'·69E).

- Rear (framework structure, 9 m in height) (1 cable from front light).
- 3 The alignment (067°2') of these lights leads ENE to a position about 6 cables WSW of the front light. Thence the track leads generally E, passing:  
N of a rock (63°20'·98N 7°46'·59E) with a depth of 1·0 m, marked by Olsøysvaet W Light (iron perch, 11 m in height).
- 4 The track then continues E into Olsøysvaet, passing:  
S of Orholmskjær Front Light (63°21'·17N 7°46'·69E), thence:  
S of a rock (63°21'·14N 7°47'·41E) with a depth of 6·0 m, thence:
- 5 S of Skabbersøya (63°21'·30N 7°48'·90E), and:  
N of Elungøyflua (63°21'·07N 7°49'·01E), marked by an iron perch.
- Thence the track leads to a position in Olsøysvaet WSW of Kalvøy Light (framework structure, 6 m in height) (63°21'·46N 7°51'·56E) and Klakkavågen Light (post, 5 m in height) (63°21'·40N 7°50'·78E).

Norwegian Notice 18/62646/20

[NP57B-No 70-Wk 49/20]

**Møre og Romsdal - Smøla - Veiholmen —  
Directions; light**

240

Paragraph 6.25 3 lines 1-6 *Replace by:*

- 3 **Directions, from west.** From a position in Veidahølen (63°30'·00N 7°53'·00E) W of Singsundet Light (white lantern on piles, 6 m in height) (63°31'·01N 7°56'·65E), the track leads E, and at night in a green sector (070·6°-135·2°), ahead, of Singsundet Light, to a position close NW of the light.

Norwegian Notice 18/62476/20

[NP57B-No 71-Wk 49/20]

**West coast - Tustna - Klakken —  
Directions; light sector**

241

Paragraph 6.31 3 line 7 *Replace by:*

...lies within a green sector (233·5°-006·5°) of...

Norwegian Notice 17/59202/18

[NP57B-No 10-Wk 41/18]

**North-west coast - Ytrefjorden - Hammarsundet  
— Directions; light sector**

241

Paragraph 6.31 3 line 7 including existing Section IV Notice Week 41/18. *Replace by:*

...lies within a red sector (233°-007°) of...

Norwegian Notice 7/60088/19

[NP57B-No 24-Wk 20/19]

**Møre og Romsdal - Smøla -  
Ramsøyfjorden — Directions; light**

246

Paragraph 6.59 1 line 3 *For* 065¼° - 068½° *Read* 161·5°-165·9°

UKHO

[NP57B-No 72-Wk 49/20]

**North-west coast - Trondheimsleia -  
Gjerdavika - Morøya — Directions; light**

250

Paragraph 6.84 2 line(s) 2-3 *For* (133°-137° and 235°-244°) *Read* (134°-136° and 234·7°-243·9°)

Norwegian Notice 13/60453/19

[NP57B-No 35-Wk 34/19]

**North-west coast - Dromnessundet -  
Rogntangan — Directions; light sector**

252

Paragraph 6.107 3 line 6 *For* (313°-315°) *Read* (313°-314°)

Norwegian Notice 7/60085/19

[NP57B-No 25-Wk 20/19]

**North-west coast - Dromnessundet —  
Directions; light sectors**

252-253

Paragraph 6.108 2-5 *Replace by:*

- 2 **At night** tracks lead NNW and N in white sectors, astern, of Rognannes Light (63°22'·95N 8°38'·84E) through two of the channels into Trondheimsleia as follows:
- 3 Track NNW, in white sector (155°-160·5°), astern, passes ENE of Galtfluin (63°24'·12N 8°37'·45E), marked by an iron perch, and WSW of Storflua, 2½ cables ENE, marked by an iron perch and by Storflua Light Beacon (framework tower, 13 m in height).
- 4 Track N, in white sector (169·5°-178°), astern, passes E of Storflua (63°24'·25N 8°38'·00E) and W of shoal ground fronting Skarpneset, 3½ cables ESE, noting that a rock with a depth of 8·0 m lies within the white sector 1¼ cables E of Storflua Light Beacon.
- 5 Also, a track WNW in a red sector (110°-128°), astern, of Rognannes Light and in a white sector (284·5°-287°), ahead, of Værøyene Light (63°24'·67N 8°27'·31E) passes NNE of Skipnesodden (63°23'·50N 8°35'·10E), the N-most point of Skardsøya, and SSW of Skipnestaren, 3 cables NE, marked by an iron perch, noting that a rock with a depth of 6·0 m lies within the white sector of Værøyene Light 1¼ cables SSE of Skipnestaren.

(*Directions for Trondheimsleia are given at 6.125*)

Norwegian Notice 7/60085/19

[NP57B-No 26-Wk 20/19]

# NP57B

## West coast - Trondheimsleia - South-west part - Edøya to Værøyan — Directions

253

Paragraph 6.113 3 line(s) 5-6 *Replace by:*

...dangers are covered by a green sector  
(043°5'-051°5') of Klakksbrøen Light  
(63°21'·30N...

Norwegian Notice 14/60499/19

[NP57B-No 36-Wk 36/19]

## Sør-Trøndelag - Trondheimsleia - Værøyan — Directions; light sector

253

Paragraph 6.113 6 lines 1-6 *Replace by:*

- 6 **At night** the track leads NE in a white sector (219°6'-238°1'), astern, of Kyrhaug Light and a white sector (033°9'-046°8'), ahead, of Værøyan Light, noting that Meklakken and Nordklakken lie within the Værøyan Light white sector at extreme range, and Austklakken lies within the Kyrhaug Light white sector.

Norwegian Notice 19/62816/20

[NP57B-No 75-Wk 51/20]

## West coast - Trondheimsleia - South-west part - Lesundet — Directions

254

Paragraph 6.116 2 line(s) 6 *Replace by:*

...a white sector (318°5'-326°5'), astern, of Klakksbrøen...

Norwegian Notice 14/60499/19

[NP57B-No 37-Wk 36/19]

## West coast - Trondheimsleia - Hamnvik — Directions; light sector

257

Paragraph 6.145 2 line(s) 2 *For* (142°5'-157°) *Read* (143°6'-157°3')

Norwegian Notice 12/60362/19

[NP57B-No 33-Wk 32/19]

## Sør-Trøndelag - Åstfjorden - Stolpnes — Directions; light

258

Paragraph 6.158 1 lines 3-4 *Replace by:*

...white sector (077°6'-081°1'), ahead, of Klakken Light (63°26'·79N 9°18'·10E), passing:

Norwegian Notice 18/62637/20

[NP57B-No 73-Wk 49/20]

## Sør-Trøndelag - Åstfjorden - Stolpnes — Directions; light

259

Paragraph 6.158 4 line 5 *For* 251°-254° *Read* 252°1'-254°3°

Norwegian Notice 18/62637/20

[NP57B-No 74-Wk 49/20]

## Sør-Trøndelag - Nordfjorden - Råkvågen — Directions; light

268

Paragraph 6.250 2-4 *Replace by:*

- 2 NNW of Grønnskjerflua (63°44'·25N 9°59'·18E), part of shoal ground extending ENE from Bessholmen, and:  
SSE of Søtvikflua (63°45'·02N 9°57'·64E), marked by an iron perch, thence:  
NNW of Bjørvikflua (63°45'·18N 10°01'·52E), marked by an iron perch, thence:  
NNW of foul ground (63°45'·93N 10°03'·43E) fronting Hardbaken where Hardbaknesskjæret Light (post, 7 m in height) is exhibited.  
3 Thence the track continues ENE in mid channel to the head of the fjord.  
**At night**, the track passing NNW of Håøya leads ENE in a white sector (201°7'-224°8'), astern, of Flesagalten Light.  
4 The track passing between Håøya and Bessholmen leads ENE in a white sector (230°7'-234°1'), astern, of Flesagalten Light.

Norwegian Notice 19/62811/20

[NP57B-No 76-Wk 51/20]

## West coast - Trondheimsfjorden - Hindrembukta — Submarine cable

281

*After* Paragraph 6.355 1 line 6 *Insert:*

**Caution.** A submarine cable is laid within Hindrembukta, about 6 cables NNE of Amborneset.

Norwegian Notice 19/60736/19

[NP57B-No 42-Wk 46/19]

## Trondheimsfjorden - Verdal — Directions; lights

283

Paragraph 6.378 *Replace by:*

- 1 From a position S of the shoals in the vicinity of Fjordskjæret (63°48'·34N 11°18'·75E) (6.366) the track leads E, passing:  
N of a rock (63°46'·93N 11°22'·86E) with a depth of 8·3 m fronting Kaustangen, thence:  
N of shoal ground (63°46'·94N 11°25'·72E).  
2 Thence the track leads NE into the basin, passing:  
SE of East Mole, noting dolphins close WSW and E, thence:



NW of Inner Harbour Light (tripod) (63°47'·09N 11°26'·21E), thence:  
Clear of a rock (63°47'·12N 11°26'·16E) with a depth of 8·3 m.

Thence as required for berthing.

Norwegian Notice 8/61440/20

[NP57B-No 68-Wk 22/20]

**Beitstadfjorden - Beitstadsundet -  
Hjellbotn — Vertical clearance**

**288**

After Paragraph 6.444 1 line 7 *Insert:*

- 2 A bridge (64°05'·77N 11°20'·05E), with a vertical clearance of 23 m, spans the entrance to Hjellbotn (6.452).

Norwegian Notice 20/60772/19

[NP57B-No 44-Wk 48/19]

**Trondheimsfjorden - Beitstadsundet —  
Directions; light sectors**

**289**

Paragraph 6.446 1 lines 1–7 *Replace by:*

- 1 From a position S of Beitstadsundet Light (64°01'·75N 11°13'·65E), the track leads N, at night in a white sector (311·9°–012·8°), ahead, of the light, passing:  
E of Naustgrunnen (64°00'·94N 11°13'·10E), covered by a red sector (012·8°–031·1°) of Beitstadsundet Light, and:

Paragraph 6.446 2 line 6 *For* Beitstadsund *Read* Beitstadsundet

Paragraph 6.446 3 line 5 *Replace by:*

...sector (179°–180·9°), astern, of Beitstadsundet Light...

Norwegian Notice 7/61330/20

[NP57B-No 64-Wk 20/20]

**Sør-Trøndelag - Fillfjorden - Fillan —  
Directions; light sector**

**300**

Paragraph 7.72 2 line(s) 3 *For* (120°–123°) *Read* (121·6°–124·7°)

Norwegian Notice 5/61275/20

[NP57B-No 62-Wk 17/20]

**Sør-Trøndelag - Kråkvagfjorden - Fjellvørsøya-  
Auster Knarriagsund — Directions; light sector**

**301**

Paragraph 7.84 2 line(s) 2 *For* (279½°–288°) *Read* (282·7°–288·2°)

Norwegian Notice 5/61271/20

[NP57B-No 63-Wk 17/20]

**Halten and Kaura to Vikna —  
General information — Pilotage**

**331**

Paragraph 8.4 1 lines 1–2 *Replace by:*

Pilots board, with prior agreement, at:  
Raudøyleia (64°24'·00N 10°14'·00E);  
Grinna (64°44'·00N 10°58'·00E).

Norwegian Chart 309/15

[NP57B-No 2-Wk 02/18]

**Namsos - Arrival information — Pilotage**

**360**

Paragraph 8.249 1 lines 1–2 *For* Grinna (64°44'·00N 10°58'·00E) *Read* Raudøyleia (64°24'·00N 10°14'·00E)

Norwegian Chart 309/15

[NP57B-No 3-Wk 02/18]

**Nord-Trøndelag - Rørvik - Marøystranda —  
Directions; rocks**

**380**

Paragraph 8.429 3 line(s) 7–8 *Replace by:*

WNW of a rock (64°50'·70N 11°16'·11E), depth 7·7 m, thence:  
ESE of a rock (64°50'·84N 11°16'·16E), depth 8·5 m, thence:  
WNW of Klungholmen Light (lantern on post) (64°50'·93N 11°16'·35E), thence:  
Clear of a rock (64°50'·96N 11°16'·22E), depth 6·2 m.

Norwegian Notice 9/61460/20

[NP57B-No 69-Wk 25/20]

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**Nord-Trøndelag - Dolmsundet to Lekafjorden -  
Gullhomen — Directions; rocks**

**77**

Paragraph 3.66 4 line(s) 1–5 *Replace by:*

- 4 WNW of a rock (65°01'·52N 11°42'·38E), depth 9·2 m, situated near the W extent of a shoal area. A rock (65°01'·56N 11°42'·72E), depth 5·6 m, marked by a buoy (isolated danger), is situated near the E extent of the shoal.

Thence the track leads to a position about 1 mile E of Madsøygalten Light (65°02'·48N 11°40'·89E) (3.28).

Norwegian Notice 10/61512/20

[NP58A-No 25-Wk 27/20]

# NP58A

## Sør-Helgeland - Ursfjorden — Directions; light sector

96

Paragraph 3.218 *1* line 3 *For* 028°–035° *Read* 027°–032·9°

Paragraph 3.218 *5* line 3 *For* 028°–035° *Read* 027°–032·9°

Norwegian Notice 8/61368/20

[NP58A-No 20-Wk 22/20]

## Sør-Helgeland - Velfjorden - Langfjorden — Vertical clearance

118

Paragraph 3.351 *2* line 5 *For* 12 m *Read* 9·5 m

Norwegian Notice 3/61086/20

[NP58A-No 18-Wk 13/20]

## Nord-Helgeland - Dønna - Åkervågen — Vertical clearance

169

Paragraph 4.314 *1* line 7 *For* 24 m *Read* 22 m

Norwegian Notice 22/60846/19

[NP58A-No 1-Wk 11/20]

## Ofotfjorden - Skjomen - Laukvikhamn — Anchorage

335

Paragraph 9.176 including heading *Replace by:*

**Spare  
9.176**

Norwegian Notice 18/62446/20

[NP58A-No 40-Wk 49/20]

## Lofoten - Værøy - Nordlandsflaget - Kvitholmen — Directions; light sectors

351

Paragraph 10.55 *3* line 3 *For* (309°–324° and 334°–350°)  
*Read* (308·6°–329·3° and 339·3°–350·4°)

Norwegian Notice 1/60967/20 [NP58A-No 2-Wk 11/20]

## Lofoten - Værøy - Sørlandsvåg — Directions; light sector

352

Paragraph 10.62 *2* line 2 *For* (353·5°–356·5°) *Read*  
(353·2°–357·7°)

Norwegian Notice 24/60931/19

[NP58A-No 3-Wk 11/20]

## Lofoten - Moskenstraumen - Lofotodden - Buvågen — Directions; light sector

357

Paragraph 10.83 *2* line 2 *For* (000°–005°) *Read*  
(002·0°–006·8°)

Paragraph 10.83 *3* line 5 *For* (057°–060°) *Read*  
(053·8°–059·1°)

Norwegian Notice 1/61022/20 [NP58A-No 4-Wk 11/20]

## Lofoten - Moskenesøya - Å — Directions; light sectors

360

Paragraph 11.13 *1* line 4 *For* (328°–322°) *Read*  
(329·3°–333°)

Paragraph 11.13 *3* line 8 *For* (298°–310°) *Read*  
(298·6°–309·8°)

Norwegian Notice 22/60850/19

[NP58A-No 5-Wk 11/20]

## Lofoten - Moskenesøya - Olnilsøya — Directions; light sector

362

Paragraph 11.31 *1* line 3 *For* (344°–354°) *Read*  
(343°–353·8°)

Norwegian Notice 22/60847/19

[NP58A-No 6-Wk 11/20]

## Lofoten - Henningsværstraumen - Lyngværet - Brennholmen — Light

375

Paragraph 11.106 *1* lines 10–11 *Replace by:*

...Gimsøystraumen, 6 cables NW of Brennholmen SØ  
Light (68°14'·12N 14°12'·92E) (11.113).

Norwegian Notice 2/61106/20

[NP58A-No 7-Wk 11/20]

## Lofoten - Henningsværstraumen - Lyngværet - Brennholmen — Directions; light

376

Paragraph 11.113 *5* line 2 *For* (035·5°–048°) *Read*  
(036°–047·8°)

Paragraph 11.113 *5* lines 5–7 *Replace by:*

...of Lyngværet, to a position 6 cables NW of Brennholmen  
SØ Light (post, 11 m in height) (68°14'·12N 14°12'·92E),  
exhibited close NE of Brennholmen.

Norwegian Notice 2/61106/20

[NP58A-No 8-Wk 11/20]

**Lofoten - Gimsøystraumen -  
Brennholmen — Directions; light**

**380**

Paragraph 11.131 1 lines 3-4 *Replace by:*

...2327), 6 cables NW of Brennholmen SØ Light (68°14'12N 14°12'92E) (11.113), the route leads initially NE...

Norwegian Notice 2/61106/20

[NP58A-No 9-Wk 11/20]

**Lofoten - Gimsøystraumen -  
Brennholmen — Directions; light**

**381**

Paragraph 11.137 1 lines 1-2 *Replace by:*

1 From a position 6 cables NW of Brennholmen SØ Light (68°14'12N 14°12'92E) (11.113), exhibited from...

Paragraph 11.138 1 lines 1-3 *Replace by:*

1 **At night**, from the position NW of Brennholmen SØ Light (68°14'12N 14°12'92E) (11.117) the track leads initially within the white sector (036°-047·8°) of...

Paragraph 11.138 1 line 9 *For* (320·8°-011·2°) *Read* (321°-011·1°)

Norwegian Notice 2/61106/20

[NP58A-No 10-Wk 11/20]

**Lofoten - Svolvær - Vårsetøya —  
Directions; light sector**

**397**

Paragraph 12.82 1 line(s) 3 *For* (328°-349·7°) *Read* (328·4°-348·3°)

Norwegian Notice 9/61486/20; Norwegian LL 749600

[NP58A-No 22-Wk 25/20]

**Lofoten - Svolvær - Osanpollen -  
Stretarneset — Directions; light sector**

**399**

Paragraph 12.83 1 line(s) 5 *For* (319°-341·5°) *Read* (318·7°-330°)

Norwegian Notice 9/61493/20; Norwegian LL 750100

[NP58A-No 23-Wk 25/20]

**Lofoten - Raftsundet - South approach —  
Light sectors**

**405**

Paragraph 12.136 1 line 3 *For* 006°-020° *Read* 006·3°-019·5°

Paragraph 12.136 1 line 8 *For* 183°-189° *Read* 182·8°-188°

Norwegian Notice 12/61737/20; Norwegian LL 741000/20

[NP58A-No 30-Wk 32/20]

**Vesterålen - North west coast -  
Raftsundet - Steinbakken light —  
Directions; light sector**

**407**

Paragraph 12.145 1 line 5 *For* 199½° *Read* 199·5°

Paragraph 12.145 1 line 6 *For* 039°-043° *Read* 036·9°-041·2°

Paragraph 12.145 2 line 5 *For* 188·9°-199·1° *Read* 189·1°-192·4°

Norwegian Notice 11/61631/20

[NP58A-No 27-Wk 30/20]

**Vestrålen - Ingelsfjorden - Brattholmen -  
Hanøyvekka — Light sectors**

**407**

Paragraph 12.145 2 line 6 *For* 011°-014° *Read* 012·1°-013·8°

Norwegian Notice 12/61738/20; Norwegian LL 788600/20

[NP58A-No 31-Wk 32/20]

**Lofoten - Moskenesøya - Approaches to  
Sundstraumen through Selfjorden - Hornneset  
— Directions; light sectors**

**417**

Paragraph 13.24 1 line(s) 4 *For* (060½°-064° and 069°-070½°) *Read* (060·9°-063·8° and 066·1°-067·6°)

Norwegian Notice 10/61528/20; Norwegian LL 776600

[NP58A-No 26-Wk 27/20]

**Lofoten - Flakstadøya - Hundholmen —  
Directions; light sector**

**421**

Paragraph 13.45 1 line 3 *For* (128°-130°) *Read* (129·1°-130·3°)

Paragraph 13.45 4 line 4 *For* (128°-130°) *Read* (129·1°-130·3°)

Norwegian Notice 2/61076/20

[NP58A-No 11-Wk 11/20]

**Lofoten - Steinsfjorden - Skolmneset —  
Directions; light sector**

**422**

Paragraph 13.51 1 line 3 *For* (077°-083·5°) *Read* (076·1°-090·1°)

Paragraph 13.52 1 line 3 *For* (150°-184°) *Read* (150·1°-182·0°)

Norwegian Notice 2/61102/20

[NP58A-No 12-Wk 11/20]

# NP58A

## Lofoten - Steinsfjorden - Skolmneset — Directions; light sector

422

Paragraph 13.52 1 line 3 including existing Section IV  
Notice Week 11/20 For (150°0'–184°0') Read  
(150°0'–181°8')

Norwegian Notice 9/61469/20

[NP58A-No 24-Wk 25/20]

## Lofoten - Vestvågøya - Borgvær — Directions; light

424

Paragraph 13.60 1 lines 3–5 Delete

Paragraph 13.61 3 lines 8–11 Replace by:

Borgleia (68°20'·60N 13°47'·60E), although charted  
should not be used without good local knowledge; it is  
not further described.

Norwegian Notice 22/60872/19

[NP58A-No 13-Wk 11/20]

## Lofoten - Vestvågøya - Borgvær - Sandleia — Directions; leading lights

424

Paragraph 13.63 1 line(s) 4–7 Delete

Norwegian Notice 6/61313/20

[NP58A-No 19-Wk 19/20]

## Lofoten - Vestvågøya - Borgvær — Directions; light

424

Paragraph 13.63 2 lines 3–5 Replace by:

From a position about 1½ miles N of Store Borga  
(68°19'·85N 13°47'·66E) the track leads SSE on the  
alignment (147°1') of these marks, passing:

Paragraph 13.64 1 lines 7–9 Replace by:

From a position about 1¾ miles NNE of Store  
Borga (68°19'·85N 13°47'·66E) the track leads SE on  
the alignment (143°) of these marks, passing:

Norwegian Notice 22/60872/19

[NP58A-No 14-Wk 11/20]

## Lofoten - Vestvågøya - Borgvær — Directions; light sector

425

Paragraph 13.65 1 lines 3–5 Replace by:

...track leads generally SW, passing:

Paragraph 13.65 2 lines 1–4 Replace by:

- 2 Close NW of a patch (68°21'·01N 13°53'·74E)  
with a depth of 5 m, thence:

Paragraph 13.65 3 lines 1–7 Replace by:

- 3 Close SE of a patch (68°20'·96N 13°52'·63E),  
with a depth of 6·7 m, fronting the SE side of  
Heklan (68°21'·05N 13°52'·32E), thence:

Norwegian Notice 22/60872/19

[NP58A-No 15-Wk 11/20]

## Lofoten - Vestvågøya - Borgvær — Directions; light sector; light

425-426

Paragraph 13.67 3 lines 4–8 Replace by:

E of Høla (68°19'·73N 13°49'·57E), on which stands  
an iron beacon, fronting the E end of Borgvær.  
Høla Light (tripod, 17 m in height) (68°19'·76N  
13°49'·63E) stands close NNE. Thence:

Paragraph 13.67 4 lines 6–8 Replace by:

The track then leads SE, passing:

Paragraph 13.67 5 lines 4–6 Replace by:

...4·7 m, thence:

Norwegian Notices 22/60861; 60872/19

[NP58A-No 16-Wk 11/20]

## Lofoten - Austvågøya - North approaches to Gimsøystraumen — Directions; light

428

Paragraph 13.82 1 line 3 For (161¼°–178¾°) Read  
(164°4'–177°6')

Norwegian Notice 24/60923/19

[NP58A-No 17-Wk 11/20]

## Vesterålen - Seaward approaches to Hadsselfjorden - West approach — Directions; light sector

433

Paragraph 14.13 1 line 3 For (063°–091½°) Read  
(065°1'–090°8')

Norwegian Notice 12/61769/20

[NP58A-No 32-Wk 32/20]

## Vestrålen - North west approach to Hadsselfjorden — Directions; marine farm

433

Paragraph 14.15 5 line(s) 3–5 Replace by:

NE of Nordflua (68°30'·86N 14°32'·15E), thence:  
SW of Hektorskallen (68°31'·25N 14°36'·32E),  
marked on its E side by a buoy (port hand),  
thence:

Clear of a marine farm, centred on 68°30'·08N  
14°35'·14E.

Norwegian Notice 18/62586/20

[NP58A-No 41-Wk 49/20]



**Vestrålen - Hadsselfjorden - Haugkleppan to  
Sortlandsundet - Strønstad — Directions; light**

**435**

Paragraph 14.28 5 line(s) 5-7 *Replace by:*

The track then leads WSW, and at night within the white sector (060°-065°), astern, of Strønstad Light, into the cove, passing NNW of Kistholmen (68°26'26N 14°46'01E) a small islet marked by a light at its NE end.

Norwegian Notice 18/62586/20

[NP58A-No 42-Wk 49/20]

**Vestrålen - Hanøysundet - Hanøyholmen light  
— Directions; light sector**

**437**

Paragraph 14.34 1 line 6 *For* 068°-072° *Read* 067°6'-070°9'

Paragraph 14.34 2 line 3 *For* 068°-072° *Read* 067°6'-070°9'

Paragraph 14.34 2 lines 5-6 *Replace by:*

...(256°9'-263°6'), astern, of Hanøyholmen Light to the position NW of Raftsundholmen.

Norwegian Notice 11/61671/20

[NP58A-No 28-Wk 30/20]

**Vestrålen - Ingelsfjorden and approaches —  
Directions; light sector**

**437**

Paragraph 14.37 1 lines 1-5 *Replace by:*

- 1 **Approach from south.** From a position close NE of Ersholmene Light (14.35) the track leads NE, and at night within the white sector (203°-213°7'), astern, of Ersholmene Light, passing:

Norwegian Notice 12/61739/20

[NP58A-No 33-Wk 32/20]

**Vestrålen - Sortlandsundet -  
Bremnesøya — Directions; lights**

**445**

Paragraph 14.87 1 line 6 *For* 159°-168° *Read* 158°7'-166°3'

Norwegian Notice 15/62167/20

[NP58A-No 37-Wk 40/20]

**Vesterålen - Bø i Vesterålen - Skagen -  
Directions; light sector**

**447**

Paragraph 14.97 2 line 4 *For* (006°-21°5') *Read* (006°-019°8')

Norwegian Notice 12/61800/20

[NP58A-No 34-Wk 32/20]

**Vesterålen - Vesterålsfjorden - Snarset —  
Directions; leading light**

**448**

Paragraph 14.100 1 lines 6-8 *Replace by:*

...14°40'44E), the line of bearing (017°) of Snarsetvågen Light (post, 6 m in height) (68°37'31N 14°36'12E) leads NNE, passing:

Norwegian Notice 8/61357/20

[NP58A-No 21-Wk 22/20]

**Vesterålen - Stokmarknes - Langøysundet —  
Directions; light sectors**

**448**

Paragraph 14.104 1 lines 6-7 *Replace by:*

...sector (099°1'-100°8') of Hadsel Bridge Light (14.106), passing:

Paragraph 14.106 1 line 3 *For* (097°-100°) *Read* (099°1'-100°8')

Paragraph 14.106 3 line 2 *For* (273°-293°) *Read* (271°1'-288°6')

Norwegian Notice 12/61792/20

[NP58A-No 35-Wk 32/20]

**Vesterålen - Siribåen - Flatholmen Light —  
Directions; light sector**

**455**

Paragraph 14.144 3 line 2 *For* (078°5'-098°) *Read* (071°2'-097°8')

Norwegian Notice 13/61875/20

[NP58A-No 36-Wk 34/20]

**Vesterålen - Åsanfjorden - Torvøy Light —  
Directions; light sector**

**459**

Paragraph 14.161 2 line 8 *For* 066°5'-067°5' *Read* 065°1'-067°5'

Paragraph 14.161 4 line 5 *For* 092°-100°5' *Read* 096°1'-100°5'

Norwegian Notice 11/61670/20

[NP58A-No 29-Wk 30/20]

# NP58A

## Vesterålen - Børøfjorden to Prestfjorden — Directions

466

Paragraph 14.208 1-6 *Replace by:*

- 1 From a position about 6½ cables SW of Hjellsandøy Light (68°52'02N 14°49'89E) the track leads E, and at night within the white sector (264.4°-267.3°), astern, of Terøy Light (68°51'51N 14°46'39E) (14.194), passing:  
S of Skagbåen (68°51'72N 14°49'48E) (14.200), thence:
- 2 N of Børøyskallen (68°51'51N 14°51'28E), thence:  
S of Sandholmskallen (68°51'87N 14°54'00E), marked by a buoy (isolated danger).  
Thence the track leads ENE, and at night within the white sector (077.9°-080.8°) of Smines Light (68°51'98N 14°58'08E), passing:
- 3 SSE of Sandholmskjeran (68°51'92N 14°54'82E). A drying rock, marked by an iron perch, lies off the S side of Sandholmskjeran.  
Thence:  
NNW of Klubban (68°51'72N 14°55'58E), fronted on its N side by a rock awash, thence:  
NNW of a patch (68°51'77N 14°56'23E), with a depth of 8 m.
- 4 Thence the track leads NE through Kaldhammarsundet, passing between Svinøya (68°52'13N 14°57'44E) and the point from which Smines Light (post, 3 m in height) (68°51'98N 14°58'08E) is exhibited, and then continues to lead NE, and at night within the white sector (211.3°-216.9°), astern, of Smines Light, passing:
- 5 SE of Øksnes (68°52'65N 14°58'47E), on which stands a church. Dangerous below-water rocks fringe the S and E sides of the point; the E-most rock is marked by an iron perch.  
Thence:
- 6 Through Tilsetsundet (68°53'10N 15°00'25E), the passage between Reinøya (68°53'04N 15°01'10E) and the SE side of Skogsøya.  
The track then leads to a position about 2½ cables E of Klokkerskjeret (68°53'41N 15°00'31E), marked by an iron perch.

Norwegian Notice 15/62210/20

[NP58A-No 38-Wk 40/20]

## Vesterålen - Skogsøya - Breidstrandvågen — Directions; light

466

Paragraph 14.210 3 lines 3-6 *Replace by:*

...(025.9°-039.8° and 057.5°-065.3°) of Breistrand Light (tripod, 8 m in height) (68°52'34N 14°54'44E), passing between Tunnstadholmen (68°52'19N 14°53'16E) and Sandholmskallen (68°51'87N 14°54'00E)...

Norwegian Notice 17/62419/20; Norwegian LL 809400

[NP58A-No 39-Wk 46/20]

## Vesterålen - North Approaches to Gavlfjorden - Anda — Directions; light sector

470

Paragraph 14.236 1 *Replace by:*

- 1 From a position about 4 miles WSW of Anda Light (69°03'99N 15°10'21E) the track leads E, and initially at night for about 2 miles within the white sector (046.9°-128.8°) of Anda Light, passing:  
N of Lyngøyfallet (69°02'49N 15°05'48E), thence:

Norwegian Notice 18/62632/20

[NP58A-No 43-Wk 49/20]

## Vesterålen - Andøya - Nordmela — Directions; light sectors

473

Paragraph 14.244 3 line 5 *For* (134°-137°) *Read* (135.2°-137°)

Paragraph 14.244 6 line 2 *For* (094.5°-098.5°) *Read* (096.4°-097.5°)

Paragraph 14.244 9 line(s) 4-6 *Replace by:*

**Caution.** The white sector (096.4°-097.5°) of Nordmela Mole Head Light must not be used W of the white sector (135.2°-137°) of Sjøberget Light.

Norwegian Notice 18/62528/20

[NP58A-No 44-Wk 49/20]

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## North-west coast - Vågsfjorden - Rollnesholmene — Directions; light

77

Paragraph 3.71 2 line 1 *For* 194° *Read* 192.5°

Norwegian Notice 10/60278/19

[NP58B-No 11-Wk 26/19]

## North-west coast - Vågsfjorden - Rollnesholmene — Directions; light

78-79

Paragraph 3.81 1 line 5 *For* (111.7°-113.7°) *Read* (112.0°-113.5°)

Paragraph 3.81 2 line 7 *For* (117.7°-113.7°) *Read* (112.0°-113.5°)

Norwegian Notice 10/60278/19

[NP58B-No 12-Wk 26/19]

**North-west coast - Vågsfjorden - Sandssundet — Vertical clearance**

**82**

After Paragraph 3.111 2 line 5 *Insert:*

**Vertical clearance.** A bridge (68°57'·37N 16°38'·21E) with a vertical clearance of 12 m spans Sandssundet.

Norwegian Notice 11/60313/19

[NP58B-No 15-Wk 29/19]

**North-west coast - Vågsfjorden - Sandssundet — Directions; buoys**

**82**

Paragraph 3.113 4 line 8 *Replace by:*

5 E of Sandssund (68°57'·41N 16°37'·75E), thence:

Paragraph 3.113 5 lines 1-5 *Delete*

Norwegian Notice 2/59790/19

[NP58B-No 4-Wk 09/19]

**North-west coast - Vågsfjorden - Sandssundet — Directions; bridge**

**82-83**

Paragraph 3.113 4-5 including Existing Section IV Notice Week 09/19 *Replace by:*

4 The track then leads generally N in the white sector (007°5'-023°5') of Sandssund Bridge Light (post) (68°57'·38N 16°38'·13E), passing:

W of Sandsholmgrunnen (68°56'·82N 16°38'·18E), marked by an iron perch, thence:

Close E of two rocks (68°57'·16N 16°37'·80E), with depths of 4-7 m, thence:

Close W of Store Dyna Light (pile structure) (68°57'·22N 16°38'·17E), thence:

5 E of Sandssund (68°57'·41N 16°37'·75E), and under the bridge, the centreline of which is marked by a light (68°57'·37N 16°38'·21E), thence:

E of a rock awash, marked by Steingrunnen Light (post, 7 m in height) (68°57'·47N 16°38'·21E); a shoal extends 100 m W.

Paragraph 3.113 6 line 2 *For NNW Read NNE*

Paragraph 3.114 1 line 2 *For NNW Read NNE*

Paragraph 3.115 1 line 2 *For NNW Read NNE*

Paragraph 3.116 1 line 2 *For NNW Read NNE*

Norwegian Notice 11/60313 & 60322/19

[NP58B-No 16-Wk 29/19]

**Vågsfjorden - South of Senja - Ytterpollen — Directions; light sector**

**84**

Paragraph 3.129 1 line 3 *For 352°-024° Read 353°4'-021°3'*

Norwegian Notice 19/60730/19

[NP58B-No 23-Wk 46/19]

**Grovfjorden - Grov — Directions; light sector**

**87**

Paragraph 3.146 1 line 3 *For (135°-159°) Read (144°-159°5')*

Norwegian Notice 18/59365/18

[NP58B-No 1-Wk 43/18]

**Vågsfjorden - Sagfjorden — Directions; light sector**

**91**

Paragraph 3.182 2 line 7 *For 078½° Read 080°*

Paragraph 3.182 4 line 8 *For 145° Read 144°*

Paragraph 3.183 1 line 9 *For (320°-327°) Read (320°5'-326°)*

Norwegian Notice 20/59475/48

[NP58B-No 2-Wk 48/18]

**Dyrøysundet and Mjøsundet - Kastnesskjær Light — Directions; clearing line**

**93**

Paragraph 3.194 1 line(s) 1 *For 007° Read 008°2'*

Norwegian Notice 04/61221/20

[NP58B-No 43-Wk 15/20]

**Vesterålen - Andfjorden - Andøya — Directions; light sectors**

**97**

Paragraph 4.18 3 lines 6-9 *Replace by:*

**Clearing line.** The line of bearing 185°8' of the sector limit of Haugnes Light changing from white to green clears E of the dangers extending 4½ miles N from Andenes.

ENC NO2A2820 (3.000)

[NP58B-No 51-Wk 45/20]

**Vesterålen - Andfjorden - Andøya — Directions; light sectors**

**99**

Paragraph 4.33 5 *Replace by:*

5 The line of bearing 345°4' of the sector limit of Haugnes Light (69°17'·18N 16°10'·76E) changing from red to white clears E of Glimmen and the shoal water off Fiskenes.

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The line of bearing 197.9° of the sector limit of Skaften Light (69°09'65N 16°05'88E) changing from green to white also clears E of Glimmen and the shoal water off Fiskenes.

ENC NO2A2820 (3.000) [NP58B-No 52-Wk 45/20]

### Vesterålen - Andfjorden - Dverberg — Light sector

100

Paragraph 4.38 1 line(s) 8-10 *Replace by:*

...69°05'90N 16°08'00E the track leads W, and at night in the white sector (277.4°-284.4°) of Dverberg Light (column, 5 m in height, floodlit) (69°06'48N 15°58'36E), passing:

Norwegian Notice 16/62308/20

[NP58B-No 49-Wk 43/20]

### Sør-Troms - Kvæfjord - Bygdesundet — Submarine pipeline

105

Paragraph 4.83 1 line 6 *Replace by:*

...stony, and clear of a submarine pipeline (68°46'81N 16°08'23E). Mooring bolts are available at Trastad.

Norwegian Notice 22/60868/19

[NP58B-No 27-Wk 02/20]

### Andfjorden - Senja - Måneset — Directions; light sectors

109-110

Paragraph 4.123 2 line 4 *For* (002°-007°) *Read* (003.2°-006.8°)

Paragraph 4.123 4 line 8 *For* (356°-359°) *Read* (354.3°-000°)

ENC NO2A2820 (3.000)

[NP58B-No 53-Wk 45/20]

### Andfjorden - West side of Senja - Leikneset — Directions; light sector

110

Paragraph 4.123 5 line(s) 10 *For* (092°-121°) *Read* (092.7°-119.1°)

Norwegian Notice 1/61003/20

[NP58B-No 36a-Wk 08/20]

### Sør-Troms - Andfjorden - Sifjorden - Bloskeneset — Directions; light sector

110

Paragraph 4.123 5 line 11 *For* (066°-077°) *Read* (067°-077.5°)

Norwegian Notice 22/60843/19

[NP58B-No 28-Wk 02/20]

### Andfjorden - West side of Senja - Leikneset — Directions; light sector

110

Paragraph 4.125 1 line(s) 3 *For* (092°-121°) *Read* (092.7°-119.1°)

Norwegian Notice 1/61003/20

[NP58B-No 36b-Wk 08/20]

### Andfjorden - Senja - Måneset — Directions; light sectors

110

Paragraph 4.125 3 line 5 *For* 033° *Read* 034.4°

ENC NO2A2820 (3.000)

[NP58B-No 54-Wk 45/20]

### Sør-Troms - Andfjorden - Sifjorden - Bloskeneset — Directions; light sector

112

Paragraph 4.132 1 line 4 *For* (095°-111.5°) *Read* (095.5°-111.5°)

Norwegian Notice 22/60843/19

[NP58B-No 29-Wk 02/20]

### Sør-Troms - Andfjorden - Sifjorden - Bloskeneset — Directions; light sector

112

Paragraph 4.133 1 line 4 *For* (066°-077°) *Read* (067°-077.5°)

Norwegian Notice 22/60843/19

[NP58B-No 30-Wk 02/20]

### North coast of Norway - Senja - Teistneset — Directions; light sector

126

Paragraph 5.22 1 line(s) 5 *For* (047°-106.5°) *Read* (047.0°-097.3°)

Norwegian Notice 12/60363/19

[NP58B-No 18-Wk 32/19]

### North coast of Norway - Senja - Okseneset — Directions; light sector

128

Paragraph 5.39 1 line(s) 3 *For* (103.5°-223.5°) *Read* (105.0°-223.6°)

Norwegian Notice 12/60372/19

[NP58B-No 19-Wk 32/19]



**North-west coast - Senja - Øyfjorden -  
Husøy — Directions; light sectors**

**132**

Paragraph 5.58 1 line(s) 4-5 *Replace by:*

...and thence in either of the white sectors (138°0'–146°5' and 153°0'–154°5') of Øyfjord Light (69°32'·83N...

Paragraph 5.58 4 line(s) 8 *For* (147°–152°) *Read* (146°5'–153°0')

Norwegian Notice 5/59997/19 [NP58B-No 7-Wk 15/19]

**North-west coast of Norway -  
Øyfjorden - Trælvika — Anchorage; marine farm**

**132**

*After* Paragraph 5.60 1 line 3 *Insert:*

**Caution.** A marine farm (69°31'·11N 17°41'·23E), with extending ground tackle, is moored WNW of the recommended anchorage.

Norwegian Notice 19/60733/19 [NP58B-No 24-Wk 46/19]

**North coast of Senja - Baltsfjorden —  
Directions; marine farm**

**133**

Paragraph 5.66 2 line(s) 4 *Replace by:*

ENE of Selvågneset (69°32'·82N 17°45'·38E),  
thence:  
ENE of a marine farm (69°32'·78N 17°46'·18E).

Norwegian Notice 16/60582/19 [NP58B-No 21-Wk 41/19]

**North-west coast - Malangen -  
Stønnesbotnen — Light sector**

**139**

Paragraph 5.98 1 line 3 *For* (171°–186°) *Read* (171°2'–184°9')

Norwegian Notice 13/60410/19 [NP58B-No 20-Wk 34/19]

**North-west coast - Tranøyfjorden -  
Tranøybotn — Directions; light**

**142**

Paragraph 5.117 3 line 6 *For* (198°5'–204°5') *Read* (201°–204°)

Norwegian Notice 10/60255/19 [NP58B-No 13-Wk 26/19]

**Sør-Troms - Dyrøysundet —  
Directions; light sectors**

**143**

Paragraph 5.124 1 line(s) 4 *For* 007°–069° *Read* 008°2'–069°2'

Paragraph 5.124 3 line(s) 9 *For* 206°–213° *Read* 205°8'–212°4'

Norwegian Notice 04/61221/20 [NP58B-No 44-Wk 15/20]

**North-west coast - Dyrøysundet —  
Directions; light**

**144**

Paragraph 5.124 6 line 2 *For* (334°–021°) *Read* (339°5'–022°)

Paragraph 5.124 8 line 2 *For* (183°8'–217°7') *Read* (184°–217°5')

Norwegian Notice 10/60262/19 [NP58B-No 14-Wk 26/19]

**Sør-Troms - Solbergfjorden - Bjørga —  
Directions; marine farm**

**145**

Paragraph 5.134 3 lines 1-6 *Replace by:*

3 SSE of Solbergnakken (69°09'·53N 17°50'·17E),  
thence:  
NNW of a marine farm (69°09'·25N 17°56'·96E)  
moored NNE of Bjørga (69°08'·66N 17°56'·45E),  
thence:  
SSE of Storegrunnen (69°10'·11N 17°56'·20E), an  
isolated shoal on the N side of the fairway.

Norwegian Notice 15/62172/20 [NP58B-No 48-Wk 40/20]

**Sør Troms - Finnfjorden - Klauvskjærødden —  
Directions; light sector**

**147**

Paragraph 5.156 1 line 6 *For* 150°–155° *Read* 151°3'–154°2'

Norwegian Notice 2/61061/20 [NP58B-No 37-Wk 10/20]

**Norway - Gisundet - Vardneset to Malangen —  
Directions; light sector**

**150**

Paragraph 5.176 3 line(s) 5 *For* (355°–012°) *Read* (355°–010°9')

Norwegian Lights List 842800 [NP58B-No 41-Wk 15/20]

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## Norway - Gisundet - Lysbotnen — Directions; light sector

151

Paragraph 5.179 2 line(s) 5 *For* (076°–204°) *Read* (079.2°–200.5°)

Norwegian Lights List 842800

[NP58B-No 42-Wk 15/20]

## Nord-Troms - Rebbenesøya - Sandøyfjorden - Sørstabben — Directions; light sector

195

Paragraph 7.30 1 line 6 *For* (336°–353°) *Read* (340.5°–352.5°)

Norwegian Notice 22/60841/19

[NP58B-No 31-Wk 02/20]

## Sør-Troms - Indre Malangen - Kravikneset — Directions; light sectors

173

Paragraph 6.139 4 lines 3–4 *Replace by:*

...Spilderøya is covered by the green sector (290.7°–310.5°) of Kravikneset Light. Thence:

Norwegian Notice 8/61366/20

[NP58B-No 45-Wk 22/20]

## Nord-Troms - Rebbenesøya - Sandøyfjorden - Sørstabben — Directions; light sector

195

Paragraph 7.32 1 line 3 *For* (187°–190°) *Read* (188°–190.5°)

Norwegian Notice 22/60841/19

[NP58B-No 32-Wk 02/20]

## Nord-Troms - Indre Malangen - Nordfjorden - Nordbyneset — Directions; light sector

174

Paragraph 6.140 1 line(s) 3 *For* (083°–109°) *Read* (084.2°–110.5°)

Norwegian Notice 06/61206/20

[NP58B-No 40-Wk 15/20]

## Nord-Troms - West of Rebbenesøya - Sandøyfjorden — Directions; light sector

196–197

Paragraph 7.37 1 line(s) 1–7 *Replace by:*

1 From a position in the SW approach to Skagøysundet (70°03'·00N 18°58'·00E), about 1¾ miles WNW of Klokkeholmen Light (69°57'·12N 18°42'·97E) (7.49), the track leads N, passing:

Paragraph 7.37 4 line(s) 3–4 *Replace by:*

...7.0 m.

Paragraph 7.37 5 line(s) 6 *Replace by:*

...off the E side of Bertuskskjæret, and not less than 1 mile from Styrsøy Light (7.38).

Norwegian Notice 3/61136/20

[NP58B-No 38-Wk 13/20]

## Sør-Troms - Indre Malangen - Kravikneset — Light

174

Paragraph 6.142 1 lines 5–8 *Replace by:*

**Clearing bearing.** The line of bearing 231° of Kravikneset Light (69°26'·60N 18°22'·33E) (6.139) clears SE of Forøya.

Norwegian Notice 8/61366/20

[NP58B-No 46-Wk 22/20]

## Nord-Troms - West of Rebbenesøya - Sandøyfjorden - Engvika — Directions; light sector

198

Paragraph 7.43 2 line(s) 5–7 *Delete*

Norwegian Notice 3/61136/20

[NP58B-No 39-Wk 13/20]

## Nord-Troms - Tromsø - Store Grindøya — Directions; wreck; rock

182

Paragraph 6.191 5 line(s) 1–3 *Replace by:*

5 E of the coastal bank fronting the E side of Store Grindøya (69°38'·10N 18°50'·92E). A dangerous wreck (69°37'·91N 18°52'·11E) with a depth of about 10 m and a rock with a depth of about 12 m lie close E of the bank. Thence:

Norwegian Notice 18/62550/20

[NP58B-No 55-Wk 49/20]

## Norway - North coast - Sandlandsfjorden — Directions; light

261

Paragraph 8.253 4 line 5 *For* 141.5°–148.5° *Read* 141°–148°

Norwegian Notice 6/60040/19

[NP58B-No 8-Wk 18/19]

**Norway – North coast – Bergsfjorden —  
Directions; light**

**262**

Paragraph 8.260 3 line 2 *For* 198°–211° *Read* 197.5°–210.5°

Paragraph 8.260 3 line 6 *For* 198°–211° *Read* 197.5°–210.5°

Norwegian Notice 6/60040/19 [NP58B–No 9–Wk 18/19]

**Norway – North coast – Langfjorden —  
Directions; light**

**263**

Paragraph 8.266 4 line 1 *For* 309.5° *Read* 309°

Paragraph 8.266 4 line 2 *For* 296°–309.5° *Read* 295°–309°

Norwegian Notice 6/60040/19  
[NP58B–No 10–Wk 18/19]

**Vargsund – Korsfjorden – Vannes to  
Korsfjordbotnen — Directions**

**300**

Paragraph 9.235 2 line(s) 8–9 *Delete*

Paragraph 9.236 1–2 *Replace by:*

- 1 **Vannes to Korsfjorden Havn and Korsfjordbotnen.** From a position N of Vannes the track leads ENE, and at night in the white sector (054.5°–064.5°) of Goppi Light (white lantern, 3 m in height) (70°14′.82N 23°25′.32E), passing:  
SSE of dangerous rock (70°14′.61N 23°24′.06E), thence:  
SSE of Eidsnesøyra (70°14′.66N 23°24′.02E), from where a light (port hand) is exhibited, thence:  
NNW of an iron perch marking the N side of Flatskjæret (70°14′.48N 23°24′.73E), a drying flat on which stands a beacon (black tower).
- 2 The track then leads E to a position about 1 cable NW of Indrerevet (70°14′.53N 23°26′.65E), marked by an iron perch. Thence the track leads ESE, and at night in the white sector (294.5°–299°), astern, of Goppi Light, passing:  
NNE of Indrerevet, and:

Paragraph 9.237 1–2 including heading *Replace by:*

**Spare  
9.237**

Norwegian Notice 20/60758/19  
[NP58B–No 25–Wk 49/19]

**North coast – Entrance to inshore waters  
between Ingøya and Hjelmsøya —  
Directions; light**

**311**

Paragraph 10.28 6 lines 5–7 *Replace by:*

**Clearing line.** The line of bearing 175.5° of Havøygavlen Light clears W of Geitingfallet.

Norwegian Notice 3/59831/19 [NP58B–No 6–Wk 11/19]

**Vest-Finnmark – Ryggefjorden –  
Hamna — Anchorage**

**326**

Paragraph 10.127 3 line(s) 1–3 *Delete*

Norwegian Notice 21/60826/19  
[NP58B–No 26–Wk 51/19]

**Norway – North coast – Laksefjorden –  
South Dyfjordhalvøya — Directions; light sector**

**348**

Paragraph 11.105 2 line(s) 1–5 *Delete*

Norwegian Notice 10/61532/20  
[NP58B–No 47–Wk 27/20]

**Øst-Finnmark – Laksefjorden – Henrikholmen —  
Directions; light sectors**

**348**

Paragraph 11.105 1–3 including existing Section IV Notice Week 27/20 *Replace by:*

- 1 **Clearing lines:**  
The line of bearing more than 018.3° of the sector limit of Store Finnkjerka Light (70°58′.92N 27°08′.69E) (11.90), changing from white to red, clears WNW of the shore bank in the vicinity of Trottnæringen (70°55′.92N 27°06′.20E).
- 2 The line of bearing 198.3° of the sector limit of Henrikholmen Light (70°46′.52N 26°43′.98E) (11.104), changing from green to red, clears ESE of Kartøya (70°50′.24N 26°46′.80E).

Paragraph 11.106 2 line(s) 4 *For* (182.3°–188.8°) *Read* (183.6°–188.9°)

Norwegian Notice 19/62734/20; Norwegian LL 951300  
[NP58B–No 60–Wk 51/20]

**Øst-Finnmark – Laksefjorden – Henrikholmen —  
Directions; light sector**

**350**

Paragraph 11.116 2 line(s) 4–6 *Replace by:*

This danger is covered by the green sector (017.1°–018.8°) of Henrikholmen Light (70°46′.52N 26°43′.98E) (11.104).

Norwegian Notice 19/62734/20; Norwegian LL 951300  
[NP58B–No 61–Wk 51/20]

## NP58B

### Øst-Finnmark - Lakesfjorden - Bondøyskjær — Directions; light sector

350

Paragraph 11.120 1 line(s) 1 *For* 200.5° *Read* 198.8°

Norwegian Notice 19/62740/20; Norwegian LL 952700  
[NP58B-No 62-Wk 51/20]

### North coast of Nordkynhalvøya - Mehamn fjorden - Mehamn — Directions; light sector

355

Paragraph 11.151 1 line(s) 6 *For* (217.1°-222.2°) *Read*  
(217.2°-220.5°)

Paragraph 11.151 4 line(s) 5 *For* (217.1°-222.2°) *Read*  
(217.2°-220.5°)

Norwegian Notice 18/62530/20  
[NP58B-No 56-Wk 49/20]

### North Norway - Aust-Finnmark - Gamvik — Development

356

After Paragraph 11.159 1 line 5 *Insert*:

**Development.** A mole (71°03'63N 28°15'68E) is  
under construction (2020), extending 1 cable S from  
the existing harbour.

Paragraph 11.161 1 line(s) 10-11 *Replace by*:  
SSW of a mole (11.159) under construction.

Norwegian Notice 16/62327/20  
[NP58B-No 50-Wk 43/20]

### Øst-Finnmark - Langfjorden - Langfjordskjær — Directions; light sector

359-360

Paragraph 11.183 1 line(s) 3 *For* (195°-250°) *Read*  
(197.1°-247.7°)

Paragraph 11.183 2 line(s) 3 *For* (195°-250°) *Read*  
(197.1°-247.7°)

Norwegian Notice 19/62814/20; Norwegian LL 959300  
[NP58B-No 63-Wk 51/20]

### Norway - Tanafjorden - Skardholmen — Directions; sector light

361

Paragraph 11.195 1 lines 1-3 *Replace by*:

- 1 From a position 3¼ miles ESE of Segelneset  
(70°47'33N 28°13'54E) the track leads initially S, and  
at night in the white sector (168°-199°) of  
Skardholmen Light (70°36'34N 28°22'52E) passing:

Paragraph 11.196 1 lines 1-2 *Replace by*:

- 1 From the position ESE of Skjæret (70°35'26N  
28°11'33E) the track leads SW and at night in the  
white sector (215.8°-230°) of Bergholmen Light (post)  
(70°31'07N 28°02'72E), passing:

Norwegian Notice 21/59531/18  
[NP58B-No 3-Wk 50/18]

### Norway - Berlevåg - Kjølnes — Directions; light

366

Paragraph 12.10 1 lines 2-4 *Delete*

Paragraph 12.11 2 lines 1-2 *Replace by*:

- 2 NNE of Kjølnes Light (white tower, 6 m in height)  
(70°51'18N 29°14'15E), with an auxiliary light  
at the foot of the same tower, thence:

Norwegian Notice 2/59751/19  
[NP58B-No 05-Wk 09/19]

### Øst-Finnmark - Kongsfjorden — Directions; light sector

367

Paragraph 12.21 6 line(s) 2 *For* 259.8°-175.6° *Read*  
261.6°-262.8°

Norwegian Notice 19/62735/20  
[NP58B-No 57-Wk 51/20]

### North coast - Båtsfjorden — Directions; leading lights

368

Paragraph 12.31 5 line(s) 6-8 *Delete*

Paragraph 12.31 6 *Replace by*:

- 6 **Indre Havn.** The inner harbour is entered through a  
channel, marked by buoys (lateral), that leads NNW  
between Laukholmen (70°37'43N 29°41'97E) and  
Holmen.

Norwegian Notice 17/60615/19  
[NP58B-No 22-Wk 43/19]

### Aust-Finnmark - Austhavet - Vardø — Directions; light

369

Paragraph 12.37 2 line(s) 3-5 *Delete*

Photograph caption *For* Vardø Light (12.37) *Read* Vardø  
Light (12.38)

Norwegian Notice 22/60867/19  
[NP58B-No 33-Wk 02/20]



**Aust-Finnmark - Austhavet -  
Vardø — Directions; light**

**370**

Paragraph 12.38 4 line(s) 8 *For* (12.37) *Read* (white wooden tower, 20 m in height)

Norwegian Notice 22/60867/19

[NP58B-No 34-Wk 02/20]

**Aust-Finnmark - Austhavet -  
Vardø — Directions; light**

**374**

Paragraph 12.81 1 line 2 *Delete*

Norwegian Notice 22/60867/19

[NP58B-No 35-Wk 02/20]

**North coast - Varangerfjorden -  
Ytre Kiberg — Directions; light**

**376**

Paragraph 12.92 1 lines 3-4 *Replace by:*

...approach the alignment (068.5°) of Ytre Kiberg Havn Leading Lights (posts) (70°17'01N 31°00'01E) leads...

Norwegian Notice 11/60326/19

[NP58B-No 17-Wk 29/19]

**Øst-Finnmark - Varangerfjorden -  
Karlebotn — Directions; light sector**

**380**

Paragraph 12.119 3 line(s) 7 *For* 084°-091.5° *Read* 083.6°-090.0°

Norwegian Notice 19/62810/20

[NP58B-No 58-Wk 51/20]

**Øst-Finnmark - Varangerfjorden - Kjøfjorden —  
Directions; light sector**

**381**

Paragraph 12.128 1 line(s) 4 *For* 165.5°-175.5° *Read* 168.6°-175.7°

Paragraph 12.128 2 line(s) 4-6 *Replace by:*

...depth of 8.9 m, thence:

Norwegian Notice 19/62739/20

[NP58B-No 59-Wk 51/20]

**NP59 Nova Scotia and Bay of Fundy Pilot  
(2020 Edition)**

**Canada - Nova Scotia - Lockeport —  
Limiting conditions; controlling depth**

**132**

Paragraph 6.78 1 line(s) 4-5 *Replace by:*

...plants. The harbour affords good anchorage for small vessels.

Paragraph 6.79 1 line(s) 1-3 *Replace by:*

**Controlling depths.** A least depth of 3.7 m lies in the harbour entrance; shoaler depths exist within the harbour. Contact the port authority for the latest information on depths and authorised draughts.

**Tidal levels.** Mean spring range about 1.7 m; mean neap range about 1.1 m. See information in *ADMIRALTY Tide Tables Volume 2*.

Canadian Notice 9/4209/20

[NP59-No 2-Wk 49/20]

**United States of America - Maine - Bay of Fundy  
- Moosabec Reach - Eastern part — Bridge**

**181**

Paragraph 8.143 3 line(s) 5-7 *Replace by:*

**Vertical clearance.** A bridge (44°31'46N 67°36'88W) which spans Moosabec Reach is under construction (2019); vertical and horizontal clearances unknown. Contact local authorities for the latest information.

US Notice 44/13326/19

[NP59-No 1-Wk 05/20]

**NP60 Pacific Islands Pilot  
Volume 1 (2018 Edition)**

**Solomon Islands - New Georgia Island -  
Munda Harbour — Directions;  
leading light alignment**

**102**

Paragraph 2.326 1 line(s) 8 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4

[NP60-No 31-Wk 18/20]

**Solomon Islands - New Georgia Island -  
Munda Harbour — Directions; leading light**

**103**

Paragraph 2.329 4 line(s) 3 *For* (054°) *Read* (052.5°)

Paragraph 2.332 1 line(s) 5-6 *For* (8°20'18S 157°13'77E) *Read* (8°20'16S 157°13'66E)

Paragraph 2.332 2 line(s) 2 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4

[NP60-No 32-Wk 18/20]

# NP60

## Solomon Islands - New Georgia Island - Munda Harbour — Route; leading light alignment

103

Paragraph 2.335 1 line(s) 9 *For* (054°) *Read* (052°5°)

Australian Notice 06/246/20; POLAR K4896.4  
[NP60-No 33-Wk 18/20]

## Solomon Islands - New Georgia Island - Munda Harbour - Penguin Reef to Ndokendoke Island — Directions; leading light alignment

104

Paragraph 2.341 3 line(s) 4 *For* (054°) *Read* (052°5°)

Australian Notice 06/246/20; POLAR K4896.4  
[NP60-No 34-Wk 18/20]

## Papua New Guinea - Bougainville Island - Otua Island — Directions; light

134

Paragraph 3.98 3 lines 6-10 *Replace by*:

Thence the track continues WNW, across the N entrance to Bougainville Strait, to a position NE of Otua Island (6°27'50S 155°58'30E).

Australian Notice 22/899/17 [NP60-No 1-Wk 04/18]

## Papua New Guinea - Bougainville Island - Otua Island — Directions; light

155

Paragraph 4.158 2 lines 5-7 *Replace by*:

The track then continues NW to a position NE of Otua Island (6°27'50S 155°58'30E).

Australian Notice 22/899/17 [NP60-No 2-Wk 04/18]

## Papua New Guinea - Bougainville Island - Otua Island — Directions; light

156

Paragraph 4.162 5 lines 4-5 *Delete*

Paragraph 4.163 2 line 2 *Delete*

Australian Notice 22/899/17 [NP60-No 3-Wk 04/18]

## Papua New Guinea - Bougainville Island - Otua Island — Directions; light

157

Paragraph 4.166 2 lines 1-2 *Delete*

Australian Notice 22/899/17 [NP60-No 4-Wk 04/18]

## Solomon Islands - Bougainville Strait - Choiseul Bay — Prohibited area

158

*After* Paragraph 4.178 2 line 6 *Insert*:

- 3 **Prohibited area.** The Solomon Islands Cable Protection Zone, within which anchoring is prohibited, encompasses the submarine cable that makes landfall on the E side of Taro Island.

Australian Chart SLB106/2020  
[NP60-No 30-Wk 13/20]

## Papua New Guinea - Louisiade Archipelago - Jomard Entrance — PSSA

201

Paragraph 5.198 including heading *Replace by*:

### Traffic regulations 5.198

- 1 **Two-way route.** The Two-way Route leading through Jomard Entrance, between Panuwaiyayapuna Island and Maneidul Reef, has been adopted by IMO. Where safe and practicable, vessels are advised to keep to starboard of the routes centrelines.

**Particularly Sensitive Sea Area.** Jomard Entrance and Bramble Haven (11°13'42S 152°00'00E) (5.189) lie in an IMO approved PSSA. For details see AHP20 *Mariner's Handbook for Australian Waters*.

Australian Notice 19/999/19 [NP60-No 22-Wk 44/19]

## Papua New Guinea - Louisiade Archipelago - Panabwal Group — Directions; depths

204

Paragraph 5.220 *Replace by*:

- 1 From a position SW of Ship Pass (10°48'42S 151°43'73E), the line of bearing 046° of Itamarina Island, in the centre of the lagoon encircled by Panabwal Group, leads NE through Ship Pass, situated 2½ miles SE of Irai Island, the W-most of the group.

- 2 Once inside the entrance, suitable vessels may follow the line of bearing 087° of Pananiu Island (10°47'12S 152°00'12E) (5.201) which leads E to a passage NW of Muniara Island at the E end of the lagoon, passing:

S of Kesal (Quesal) Island (10°46'94S 151°49'71E), 3½ miles ESE of Itamarina Island, thence:

- 3 Clear of a shoal patch (10°47'47S 151°50'72E), about 1 mile ESE of Kesal Island, with a reported depth of 3.4 m.

Thence remaining clear of a 3.3 m shoal patch in the entrance NW of Muniara Island, the track leads out of the lagoon.

- 4 From a position N of Panasesa Island (10°44'40S 151°43'50E), a track for small vessels leads SE through the passage between Panasesa Island and Gabugabutau Island, 7 cables NE, which has a depth of 3.7 m in the middle, and is reported to have been used by a vessel of 300 tonnes. From there, the track leads across the lagoon, passing:

Close N of Itamarina Island, thence:  
S of Kesal (Quesal) Island.

The track then leads to the entrance NW of Muniara Island, remaining clear of a 3.3 m shoal patch in the entrance and a shoal ledge WNW of the island.

Australian Chart PNG 509 [NP60-No 20-Wk 28/19]

### Papua New Guinea - D'Entrecasteaux Islands - Dawson Strait — Directions

244

Paragraph 6.114 1 *Replace by:*

- 1 From a position on the preferred route in the vicinity of 9°56'65S 150°34'35E, SW of Cape Keibinisi (6.101) the route leads NNE for about 18 miles to the W entrance of Dawson Strait (9°41'78S 150°45'89E), which lies between the mountainous NW end of Normanby Island (6.110) and the SE end of Fergusson Island 2 miles N.
- 2 The route then continues ESE through Dawson Strait, ENE through Dobu Passage (6.117), then generally N along the E side of Fergusson Island, to the Gumasila Group (6.112).

After Paragraph 6.116 1 line 3 *Insert:*

Tower (9°41'71S 150°51'56E), near the summit of Deidei dormant volcano.

Paragraph 6.117 including heading *Replace by:*

### Cape Keibinisi to Salaubwaina Point 6.117

- 1 **Caution.** The approaches to Dawson Strait (6.114) are largely unsurveyed, with the exception of a channel about 1¼ miles in width, W of Normanby Island (6.110).
- Track.** From a position on the preferred route in the vicinity of 9°56'65S 150°34'35E, the route leads NNE for about 18 miles passing:
  - 2 WNW of a reef (9°44'66S 150°43'20E), position approximate, reported (1986), to be clearly visible breaking slightly in a moderate sea, thence:  
WNW of Guletabutabu (Observation) Island (9°43'85S 150°44'30E), steep, rocky and densely wooded; it lies about 3 cables offshore and is connected to the main island by a below-water ledge. Thence:
  - 3 To a position W of Gigipwala Point. The route then leads about 2½ miles ENE on the alignment (065°) of Saramo Point (9°40'89S 150°46'79E), steep and rocky, which is also the SE termination of the slopes of Edagwaba Range (6.70), and the peak (9°37'96S 150°53'14E), 410 m high, S of Lamonai Crater (6.116), 7 miles ENE, passing:  
SSE of an isolated shoal patch (9°41'26S 150°42'94E) with a depth of 4.8 m, thence:
  - 4 NNW of Gigipwala Point (Cape Dawson) (9°42'76S 150°45'44E), a well-marked bluff and the S entrance point to Dawson Strait (6.114).

Thence the line of bearing 117° of the summit of Dobu Island (9°44'99S 150°51'67E) leads ESE; Dobu Island is of volcanic origin, with flat land and low hills on the S side of the island which are covered with coconut palms.

- 5 Thence from a position WNW of the NW point of Dobu Island, the line of bearing 074° of the N extremity of Waiupe Island (9°43'25S 150°54'39E), leads ENE through the W end of Dobu Passage, lying between Dobu Island and the S extremity of Fergusson Island to the N, passing:

SSE of dangerous reefs off Sebulugomwa Point (9°43'22S 150°50'69E).

- 6 Thence, on approaching Neumara Island, on the same reef and close SW of Waiupe Island, the line of bearing 069° of the SE extremity of Sanaroa Island (9°37'00S 151°00'00E) (6.62) leads ENE, passing:  
Between the reef fringing the N side of Waiupe Island and a 6.7 m patch (9°42'58S 150°54'47E), thence:

- 7 SSE of a 5.0 m drying reef and a spit, extending about 8 cables S from Salaubwaina Point (9°41'65S 150°54'62E).

The track then continues ENE to a position about 1½ miles ESE of Salaubwaina Point.

UKHO [NP60-No 28-Wk 46/19]

### Papua New Guinea - D'Entrecasteaux Islands - Esa'ala — Anchorage

245

Paragraph 6.124 3 lines 1-2 *Replace by:*

- 3 **Anchorage** may be obtained in position 9°44'28S 150°49'57E, in about 40 m.

UKHO [NP60-No 29-Wk 46/19]

### Papua New Guinea - North east coast - Dyke Ackland Bay — Directions; shoal

255

Paragraph 6.203 5 line(s) 1-4 *Replace by:*

- 5 N of a 0.3 m shoal (8°58'53S 149°05'73E).

Australian Chart PNG 520 [NP60-No 19-Wk 22/19]

### Papua New Guinea - North-east coast - Holnicote Bay — Anchorage; submarine cable

258

After Paragraph 6.233 3 line(s) 10 *Insert:*

**Caution.** A submarine power cable lands in the vicinity of the mission station at Gona.

UKHO MGMT [NP60-No 18-Wk 21/19]

### Papua New Guinea - Huon Gulf — FADs

262

After Paragraph 6.269 1 line 8 *Insert:*

- 2 **Caution.** A number of FADs, marked by buoys (special), lie in the area.

Australian Notice 13/520/2018 [NP60-No 11-Wk 30/18]

# NP60

## Papua New Guinea – Huon Gulf – North of Cape Roan — Directions; shoals

262

After Paragraph 6.273 1 line 9 *Insert*:

Clear of a 5.3 m shoal (7°17'40S 147°12'48E),  
reported (2018), thence:

H102 MV *BGP Explorer* [NP60-No 14a-Wk 37/18]

## Papua New Guinea – Huon Gulf — Directions; FADs; buoys

262

Paragraph 6.273 2 line 8 *Replace by*:

E of a conspicuous cliff (7°11'05S 147°06'23E),  
and:  
W of a buoy (special) (7°10'32S 147°12'84E)  
marking a FAD.

After Paragraph 6.273 3 line 7 *Insert*:

Clear of a buoy (special) (7°03'32S 147°09'00E)  
marking a FAD, thence:

Australian Notice 13/520/2018  
[NP60-No 12-Wk 30/18]

## Papua New Guinea – Huon Gulf – North of Cape Roan — Directions; shoals

262

Paragraph 6.273 2 including existing Section IV Notice  
Week 30/18 *Replace by*:

- 2 E of Lababia Island (7°14'57S 147°09'40E),  
conical and wooded, lying 1 mile E of Gossler  
Point and possibly connected thereto by a  
below-water reef on which there is a rock  
awash, thence:  
E of a 0.1 m patch (7°13'90S 147°09'20E) NNW of  
Lababia Island, thence:  
E of a conspicuous cliff (7°11'05S 147°06'23E),  
and:  
W of a buoy (7°10'32S 147°12'84E) (special)  
marking a FAD, thence:  
Clear of a 7.5 m shoal (7°09'74S 147°08'46E),  
reported (2018).

H102 MV *BGP Explorer* [NP60-No 14b-Wk 37/18]

## Papua New Guinea – Huon Gulf — Directions; FAD; buoy

263

Paragraph 6.276 2 lines 11–13 *Replace by*:

S of a rock (6°44'89S 147°27'41E), which almost  
dries, the position of which is doubtful, and:  
Clear of a buoy (special) (6°48'28S 147°26'25E)  
marking a FAD, thence:

Australian Notice 13/520/2018  
[NP60-No 13-Wk 30/18]

## Papua New Guinea – Huon Gulf – Port Lae — Pilotage

265

Paragraph 6.294 1 *Replace by*:

- 1 Pilotage is compulsory. The pilot boards in position  
6°45'25S 147°00'10E.

Australian Chart PNG 642 [NP60-No 23-Wk 44/19]

## Papua New Guinea – New Britain – Thilenius Harbour — Depth

282

Paragraph 7.112 2 line 8 *For 1.8 Read 0.9*

Australian Notice 24/1073/18  
[NP60-No 15-Wk 52/18]

## Papua New Guinea – North coast – Madang Harbour — Anchorages; regulations

296

After Paragraph 8.84 1 line 3 *Insert*:

Vessels with an air draught of 24 m or more are  
prohibited from using the quarantine anchorage due to  
restrictions related to the airport. These vessels should  
wait outside the harbour and contact the port authority  
for further instruction.

After Paragraph 8.84 1 line 9 *Insert*:

**Tab Anchorage** (5°10'42S 145°49'20E) lies to the  
N of the Quarantine anchorage and has depths in the  
central part of about 20 m, mud.

**Malamal Anchorage.** See 8.98.

**Caution.** Depths shallower than charted have been  
reported (2019) in Tab and Malamal anchorages.

Australian Chart PNG646, ENC AU5646P0, UKHO  
[NP60-No 24-Wk 44/19]

## Papua New Guinea – North coast – Madang Harbour — Pilotage

297

Paragraph 8.85 1 *Replace by*:

- 1 Pilotage is compulsory for anchoring, berthing/  
unberthing and is available during daylight hours only.  
Pilots board in position (5°13'28S 145°50'22E), about  
1¼ miles to seaward of Dallman Pass entrance, on  
the leading line.

UKHO [NP60-No 25-Wk 44/19]

## Papua New Guinea – Approaches to Wewak – Kairiru Island – Victoria Bay — Anchorage

308

Paragraph 8.188 1 line(s) 1–2 *Replace by*:

- 1 **Anchorage**, which is snug, may be obtained, clear  
of a charted wreck (3°19'65S 143°30'82E), in Victoria  
Bay (3°19'77S 143°30'64E), on the W side of...

Australian PNG Chart 651 Edt.1 (2020)  
[NP60-No 35-Wk 41/20]



**Papua New Guinea – New Britain – Kimbe —  
Arrival information; pilotage**

326

Paragraph 9.86 1 line 4 *Replace by:*

...at 5°30'·50S 150°13'·50E.

Australian Notice 5/213/19 [NP60-No 17-Wk 14/19]

**Papua New Guinea - New Britain -  
North-west coast - Borgen Bay — Directions**

328-329

Paragraph 9.108 1-3 *Replace by:*

- 1 **Description.** Borgen Bay, entered between Ulo Point (5°30'·45S 148°35'·42E) and Silimate Point, 4 miles W, is obstructed with reefs, but affords anchorage.

**Directions.** From a position about 8 miles N of Cape Gloucester (5°26'·61S 148°25'·09E) (8.16), the track leads about 7 miles SE to an opening in the outer reef. The track then leads SSE passing:

- 2 Through the broken barrier reef (5°23'·45S 148°31'·05E), thence:  
Close ENE of a shoal patch (5°25'·49S 148°31'·00E) with a depth of 3·4 m, thence:  
ENE of a shoal patch (5°27'·76S 148°31'·40E) with a depth of 9·5 m.

From a position about 2 miles E of Nip Island (5°28'·18S 148°29'·95E), the track then leads generally S into the bay, passing:

- 3 E of Silimate Point (5°30'·03S 148°31'·19E), thence:  
Between a 2·8 m patch (5°30'·56S 148°31'·55E) and a 0·3 m patch (5°30'·46S 148°32'·24E), lying SE of Silimate Point.

The track then leads as required into the bay.

**Useful mark:**

Cape Gloucester Light (5°24'·15S 148°22'·17E) (8.13).

- 4 **Anchorage** may be obtained about 1 mile NE of Silimate Point in 11 to 25 m. Vessels may also obtain anchorage within Borgen Bay; local knowledge is required.

**Berth.** Two small jetties lie in the vicinity of 5°30'·78S 148°31'·10E.

Australian Hydrographic Office; ENC AU406148  
[NP60-No 27-Wk 45/19]

**Papua New Guinea - Vitu Islands -  
Mundua Islands — General information; depth**

331

After Paragraph 9.118 1 line 3 *Insert:*

**Depths  
9.118a**

- 1 Depths shoaler than charted have been reported (2019) in the waters around the Mundua Islands. Vessels are advised to navigate with caution in the area.

Australian Notice 2/80(P)/19 [NP60-No 16-Wk 08/19]

**Papua New Guinea - Bougainville Island -  
Otua Island — Directions; light**

357

Paragraph 10.9 1 lines 1-3 *Replace by:*

- 1 From the vicinity of 6°27'·05S 156°10'·00E, E of Otua Island (6°27'·50S 155°58'·30E), the track leads NW, passing:

Australian Notice 22/899/17 [NP60-No 5-Wk 04/18]

**Papua New Guinea - Bougainville Island -  
Otua Island — Directions; light**

364

Paragraph 10.63 1 lines 1-4 *Replace by:*

- 1 From a position NE of Otua Island (6°27'·50S 155°58'·30E), the track along the barrier reef leads NW, passing:

Australian Notice 22/899/17 [NP60-No 6-Wk 04/18]

**Papua New Guinea – Bougainville Island -  
Arawa Bay — Directions; light**

367

Paragraph 10.86 1 line 7 *Replace by:*

...(6°08'·68S 155°34'·17E) (10.95), on the...

Paragraph 10.95 3 lines 3-6 *Replace by:*

SE of Takanupe Island (6°08'·68S 155°34'·17E), from which a reef extends 3 cables SE.

Australian Notice 22/899/17 [NP60-No 7-Wk 04/18]

**Papua New Guinea – Bougainville Island -  
North-east coast — Directions; light**

368

Paragraph 10.99 2 line 2 *Replace by:*

...Island, (6°08'·68S 155°34'·17E) (10.95), the...

Paragraph 10.103 1 lines 7-9 *Delete*

Paragraph 10.104 2 lines 10-11 *Replace by:*

...white chalk cliffs, densely wooded.

Paragraph 10.105 2 lines 1-5 *Replace by:*

- 2 From a position SE of Takanupe Island (10.95), the track leads WNW, inside the barrier reef, passing: SSW of Takanupe Island, and:

Australian Notice 22/899/17 [NP60-No 8-Wk 04/18]

**Papua New Guinea - Bougainville Island -  
Cape Laverdy — Directions; light**

369

Paragraph 10.105 6 lines 9-10 *Replace by:*

...NE of Cape Laverdy (5°32'·49S 155°03'·88E) (10.104).

Australian Notice 22/899/17 [NP60-No 9-Wk 04/18]

# NP60

## Papua New Guinea - Bougainville Island - Cape Laverdy — Directions; light

370

Paragraph 10.114 2 lines 1-4 *Replace by:*

- 2 **Directions.** From a position E of Cape Laverdy (5°32'49S 155°03'88E) the track into the harbour leads SSW, passing:

Paragraph 10.117 1 lines 2-3 *Replace by:*

...155°03'88E) (10.104) the coastal passage, which appears clear of...

Australian Notice 22/899/17 [NP60-No 10-Wk 04/18]

## Papua New Guinea - New Ireland - Nabuto Bay - Namatanai Roads — Directions

374

Paragraph 10.149 2 1-8 *Replace by:*

- 2 **Directions.** From a position in the vicinity of 3°38'43S 152°26'59E, the line of bearing 185° of a communication tower (25 m in height) (3°39'75S 152°26'56E) leads about 1½ miles S, passing:  
E of a shoal patch (3°38'68S 152°26'33E) with a depth of 9.6 m, thence:  
W of a coral patch (3°38'81S 152°26'77E) with a least depth of 12 m, and:

Paragraph 10.149 3 lines 1-6 *Replace by:*

- 3 Close W of a shoal patch (3°39'13S 152°26'68E) with a depth of 8.9 m, and:  
E of Trapez Reef (3°39'14S 152°26'38E), over which the sea usually breaks.  
The track then leads as required towards the anchorage or the inner harbour.

Australian Hydrographic Office [NP60-No 26-Wk 45/19]

## Federated States of Micronesia - Kosrae Island - Lelu Harbour — Directions; wrecks

384-385

Paragraph 11.20 1-6 *Replace by:*

- 1 **Landmarks:**  
Flagstaff (5°19'82N 163°01'48E), position approximate.  
Church (5°19'92N 163°01'25E).  
Radio tower (5°19'81N 163°01'78E).
- 2 **Harbour Leading Lights:**  
Front light beacon (red rectangle, white stripe, on pile) (5°19'56N 163°01'43E), standing on the reef extending 4½ cables from the W shore of the harbour.  
Rear light beacon (red rectangle, black-stripe, on pile) (2½ cables from front light).
- 3 **Track.** From a position ESE of Lelu Island (5°19'90N 163°01'64E), the alignment (277°) of these lights leads W through the entrance channel, marked by beacons (lateral), passing:  
S of the reef extending 1 cable from Foko Lik (5°19'69N 163°01'92E), thence:

- 4 N of the reef extending 2¼ cables from Yegan Point (5°19'29N 163°01'79E), thence:  
N of Eripou Reef (5°19'45N 163°01'68E), awash at LW, marked on its NE side by No 4 beacon (port hand).

Thence the line of bearing 311° of Bezin Point (5°19'94N 163°01'19E), the W extremity of Lelu Island, leads NW to the anchorage, passing:

- 5 SW of No 5 Beacon (starboard hand) (5°19'65N 163°01'63E), thence:  
NE of the front leading light beacon (5°19'56N 163°01'43E), thence:  
Clear of two wrecks (5°19'66N 163°01'48E), with depths of 9.7 m, thence:  
6 Clear of a reef (5°19'74N 163°01'44E), reported (1996), lying 1 cable N of the front leading light beacon, extending NW for 1¼ cables, thence:  
Clear of a dangerous wreck (5°19'77N 163°01'48E).

Thence as required for a convenient anchorage or the berth.

ENC US456570; US556570 [NP60-No 21-Wk 43/19]

## NP61 Pacific Islands Pilot Volume 2 (2017 Edition)

### Nouvelle-Calédonie - South coast - Nouméa — Limiting conditions; depths

87

Paragraph 2.138 1 line 4 *Replace by:*

...on the leading line at the inner end between the Mineral Terminal and Grand Quai at Pointe Lambert (22°15'83S 166°25'57E), is 9.2 m.

French Chart 7644 (2017) [NP61-No 6-Wk 32/17]

### Nouvelle-Calédonie - Nouméa — Outer anchorage

87

Paragraph 2.140 1 *Replace by:*

1 Anchorage may be obtained in Grande Rade within designated areas, but keep clear of the prohibited anchorage, see below. The NE part of Grande Rade is encumbered with numerous coral heads and the bottom is foul with obstructions on the S side of Banc des Japonais.

French Notice 22/206/18 [NP61-No 20-Wk 26/18]

### Nouvelle-Calédonie - Nouméa — Prohibited anchorages

87

After Paragraph 2.140 2 line 3 *Insert:*

Anchoring is prohibited in Baie de Numbo (22°14'65S 166°24'78E), except for small craft, within an area located in the W part of the bay and marked by buoys (special).

French Notice 42/206/18 [NP61-No 26-Wk 47/18]

**Nouvelle-Calédonie - Nouméa -  
Grande Rade — Leading line**

88

Paragraph 2.149 2 line 5 *For* 117° *Read* 115°8'

French Chart 7643

[NP61-No 1-Wk 11/17]

**Nouvelle-Calédonie - Noumea —  
Directions; leading lights**

88

Paragraph 2.148 3 lines 6-7 *Delete*

Paragraph 2.151 1 lines 1-6 *Delete*

Paragraph 2.151 2 lines 1-5 *Replace by:*

- 2 From a position about 2½ cables W of the NW extremity of îlot Brun (22°17'29S 166°25'48E) the track leads ENE through Petite Passe, passing:

Paragraph 2.151 4 lines 2-3 *Delete*

French Notice 40/220/19

[NP61-No 47-Wk 45/19]

**Nouvelle-Calédonie - Nouméa - Petite Passe —  
Directions; leading marks**

88

Paragraph 2.151 1-4 including existing Section IV Notice Week 45/19 *Replace by:*

- 1 **Petite Passe Leading Marks:**  
Front light (orange triangle, point up, on white framework tower, 3 m in height) (22°16'97S 166°26'00E).  
Rear mark (Croix de Lorraine, black monument) (8 cables from front mark).  
From a position about 2¾ cables WNW of the NW extremity of îlot Brun (22°17'40S 166°25'60E), the alignment (075°5') of these marks leads ENE through Petite Passe, passing:
- 2 NNW of a buoyant light beacon (starboard hand), (22°17'18S 166°25'55E) marking the edge of the channel, thence:  
SSE of a buoyant light beacon (port hand), (22°17'00S 166°25'66E), marking rocks close SE of Pointe Denouel.
- 3 The track then leads N into Petite Rade, passing:  
W of a buoyant light beacon (starboard hand) (22°16'94S 166°25'86E), marking the channel, thence:  
W of Banc de l'Infernal, marked on its W side by a buoyant light beacon (starboard hand) (22°16'59S 166°25'97E), and on its E side by a light buoy (port hand).
- 4 The track then leads to the berths as required.
- 4 **Caution.**  
Small craft may be encountered in Petite Passe, as marinas are situated in Petite Rade (2.146).

French Notice 46/220/19

[NP61-No 48-Wk 51/19]

**Nouvelle-Calédonie - West coast —  
Marine reserve**

92

After Paragraph 3.13 1 line 4 *Insert:*

**Marine nature reserve  
3.13a**

- 1 The Zone Côtière Ouest marine reserve encompasses Réserve de Ouano (21°51'80S 165°46'25E) and extends about 5¼ miles SSW from the shore in the vicinity of 21°52'10S 165°53'00E, continues 4¼ miles W and then about 53 miles generally WNW, finishing in Baie de Poya (3.63).

For details on marine reserves and the regulations governing them, see Appendix III.

French ENC FR367680

[NP61-No 12-Wk 01/18]

**Nouvelle-Calédonie -  
Baie de Saint Vincent — Anchorages**

95-96

Paragraph 3.38 1 lines 4-7 *Replace by:*

...of Île Mathieu, in 12 m, sand and mud, good holding.

Baie Centrale: 5½ cables NW of Île Page (3.35), in 11 m, mud and shells.

French Chart 6540

[NP61-No 10-Wk 43/17]

**Nouvelle-Calédonie - West coast —  
Marine reserve**

98

After Paragraph 3.51 1 line 4 *Insert:*

**Marine nature reserve  
3.51a**

- 1 See 3.13a.

French ENC FR367680

[NP61-No 13-Wk 01/18]

**Nouvelle Calédonie - North-west coast -  
Passe Deverd — Anchorage; positions; beacons**

104

Paragraph 3.98 1-5 *Replace by:*

- 1 **Mouillage de Théoudié.** Designated anchor berths for vessels, loading nickel ore from barges, are as follows:

T1 (20°45'17S 164°21'42E);  
T2 (20°45'12S 164°20'88E);  
T3 (20°45'06S 164°20'29E);  
T4 (20°44'71S 164°20'90E);  
T5 (20°44'52S 164°20'52E);  
T6 (20°44'59S 164°19'40E).

- 2 **Mouillage de Karembe.** The anchorage is situated in position 20°36'97S 164°16'76E in 11 to 13 m. Anchorage for vessels, loading nickel ore from barges, is situated in position 20°37'00S 164°17'50E in 11 to 14 m.

French Notice 25/225/20

[NP61-No 60-Wk 30/20]

# NP61

## Nouvelle-Calédonie - Port of Vavouto — Depth; UKC

106

Paragraph 3.113 1 *Replace by:*

- 1 **Controlling depth.** The approach fairway into the port has been dredged to a depth of 12.0 m, with a maximum allowable draught of 10.5 m (2019).

**Under-keel clearance.** Vessels with a draught greater than 10 m are required to maintain a UKC of 0.5 m at all times.

- 2 Local authorities should be contacted for the latest information.

French Notice 7/216/20; Pilotes Maritimes Nouvelle Calédonie website [NP61-No 51-Wk 12/20]

## Nouvelle-Calédonie - Port of Vavouto — Berths

106-107

Paragraph 3.118 2 line 7 *Replace by:*

...alongside 10.5 m; vessels up to 60 000 tonnes.

Paragraph 3.118 3 line 5 *Replace by:*

...Maximum LOA 80 m; maximum draught 4.5 m; vessels up to 4000 tonnes.

French Notice 7/216/20; Pilotes Maritimes Nouvelle Calédonie website [NP61-No 52-Wk 12/20]

## Nouvelle-Calédonie - Port of Vavouto - Baie Chasseloupe — Anchorages

107

After Paragraph 3.119 4 line 4 *Insert:*

V6 (20°57'·37S 164°37'·06E), 2½ cables in radius, maximum draught 14 m.

UKHO [NP61-No 53-Wk 12/20]

## Nouvelle-Calédonie - Île Art - Baie de Waala — Anchorage

118

Paragraph 3.189 1 line 1 *For* 19°43'·03S *Read* 19°42'·87S

Paragraph 3.189 1 line 2 *For* 163°38'·29E *Read* 163°37'·96E

Paragraph 3.189 1 line 4 *Replace by:*

**Anchorage** may be obtained in 12 m, sand, good...

Paragraph 3.189 1 line 5 *For* 58° *Read* 57°

Paragraph 3.189 1 line 6 *For* 5 *Read* 5½

French Chart 7758/18 [NP61-No 21-Wk 27/18]

## Nouvelle-Calédonie - Île Pott - Anse Ammoian — Anchorage

119

Paragraph 3.196 1 line 7 *For* 30 m *Read* 25 m

French Chart 7758/18 [NP61-No 22-Wk 27/18]

## Nouvelle-Calédonie - East coast - Port Ounia — Anchorage; wreck

125

Paragraph 4.33 4 lines 6-7 *Replace by:*

A rock with a depth of 1.3 m lies 1¼ cables SSE of the anchorage and a wreck lies about ½ cable NW.

French Notice 8/204/18 [NP61-No 14-Wk 12/18]

## Nouvelle-Calédonie - Baie de Ouinné — Anchorage

125

Paragraph 4.35 3 lines 1-2 *Replace by:*

- 3 A mooring buoy is moored 2¼ cables E of the front leading beacon.

Anchor Berth U2, with a swinging circle of radius 3 cables, can only be used by day.

French Notice 15/K10 2008 2.1.5.2/17 [NP61-No 2-Wk 20/17]

## Nouvelle-Calédonie - East coast - Passe de Thio — Directions; depth

129

Paragraph 4.66 3 line 4 *Replace by:*

...166°15'·43E) (4.76), thence:  
Clear of 10.3 m shoal (21°34'·14S 166°16'·37E).

French Notice 18/222/20 [NP61-No 56-Wk 22/20]

## Nouvelle-Calédonie - Port de Thio — Directions; leading lights

130

Paragraph 4.75 1 lines 10-12 *Delete*

French Notice 15/17 15 212/17 [NP61-No 3-Wk 20/17]

## Nouvelle Calédonie - Baie de Canala — Depths

132

After Paragraph 4.92 1 line 11 *Insert:*

**Depths** on the recommended track exceed 20 m as far as Les Trois Frères (4.93). Coral shoals with depths less than 10 m lie outside the recommended track.

French Chart 6589 [NP61-No 35-Wk 35/19]



**Nouvelle Calédonie - Baie de Canala -  
Presqu'île Bogota — Anchorages**

133

Paragraph 4.94 1 line(s) 1-4 including heading *Replace by:*

**Spare  
4.94**

Paragraph 4.95 1 line(s) 1-3 including heading *Replace by:*

**Spare  
4.95**

Paragraph 4.97 1 line(s) 1-3 including heading *Replace by:*

**Spare  
4.97**

French Chart 6589

[NP61-No 36-Wk 35/19]

**Nouvelle Calédonie - Baie de Canala -  
île Adam and Pic des Morts —  
Anchorage; wharves**

133

Paragraph 4.99 1 line(s) 1-5 including heading *Replace by:*

**Spare  
4.99**

Paragraph 4.100 1 line(s) 1-3 including heading *Replace by:*

**Spare  
4.100**

French Chart 6589

[NP61-No 37-Wk 35/19]

**Nouvelle-Calédonie -  
Baie de Nakéty — Anchorages**

133

Paragraph 4.101 4-7 *Replace by:*

- 4 The track then continues as required for the anchorages.
- Anchorages.** Designated anchorage areas, 2 cables in radius, exist as follows:
- Waiting anchorage (21°30'·43S 166°04'·60E), 22 to 31 m, mud;
  - Area Gemini (21°31'·36S 166°04'·60E), 14 to 22 m, coral and mud;
  - Area Ballande (21°31'·26S 166°05'·04E), 20 to 27 m, mud. A wreck (21°31'·12S 166°04'·95E) lies within the anchorage.

Paragraph 4.101 8 line 1 *Replace by:*

- 5 Small vessels may obtain anchorage off the mouth...

French Notice 2/217/20

[NP61-No 50-Wk 06/20]

**Nouvelle-Calédonie - Baie Laugier —  
Directions; leading lights**

135

Paragraph 4.110 4 lines 1-2 *Delete*

French Notice 15/17 15 212/17 [NP61-No 4-Wk 20/17]

**Nouvelle Calédonie - East coast - Cap Bégat to  
Cap Bocage — Directions; track**

135

Paragraph 4.115 *Replace by:*

- 1 **Alternative passage north-westwards.** From the position at the intersection of recommended tracks, 1 mile NW of Cap des Trois Sapins (4.110), a recommended track leads 10 miles generally NW to a position 3½ miles N of Cap Bocage (21°12'·43S 165°36'·84E), where it joins the recommended track between Passe Sud-Est (4.122) and Baie Ugué (4.160).
- 2 The track leads initially NW and N, passing:  
SW of a 5·0 m patch (21°15'·92S 165°43'·14E), marked on its SE side by No 4 Light Beacon, buoyant, (port hand), thence:  
E of Îlot Nénî (21°14'·87S 165°41'·39E), low and wooded.
- 3 Thence the track leads NW, passing:  
NE of a 5·0 m patch (21°12'·75S 165°40'·90E), thence:  
SW of an unnamed small detached reef (21°10'·74S 165°40'·98E), thence:  
NE of a shoal with a least depth of 2·0 m (21°11'·61S 165°38'·35E), thence:  
NE of a 7·4 m patch (21°10'·53S 165°36'·94E), and:  
NE of a shoal with a least depth of 0·2 m (21°10'·09S 165°36'·50E), which can usually be seen.
- 4 **Clearing line.** To pass E of the shoal with a least depth of 0·2 m, Cap Bocage should not bear less than 180° until the hill, 220 m high, on the NW side of Baie Ugué (4.160) is well open of the SE entrance point of that bay.

French Notice 27/220/20

[NP61-No 62-Wk 32/20]

**Nouvelle Calédonie - East coast -  
Baie de Kouaoua — Anchorages**

136

Paragraph 4.126 1-2 *Replace by:*

- 1 **Outer anchorages.** Designated anchor berths are as follows:  
K1 (21°22'·52S 165°50'·02E), 2 cables swinging radius, charted depths from 15 to 22 m.  
K2 (21°22'·18S 165°50'·24E), 2 cables swinging radius, charted depths from 23 to 26 m.  
K3 (21°21'·77S 165°50'·50E). 2½ cables swinging radius, charted depths from 22 to 29 m. A coral patch, 13 m in depth, lies on the S limit of the anchorage.
- 2 Vessels in these anchorages are loaded by lighter. Vessels unable to find room in Baie de Kouaoua should anchor in Baie Laugier (4.138).
- 3 **Pilotage** is compulsory. Arrangements for pilots should be made at Nouméa (2.133). Pilots board at Passes Ouest de Houaïlou (4.121).

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For regulations for pilots see 2.4 and for tankers see Appendix II. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

- 4 **Tugs** are available. For the latest details contact the port authority.

**Regulations concerning entry.** Arrival, berthing and departure are not permitted at night. Arrival and departure to the anchorage can be conducted day or night.

**Quarantine.** Pratique is granted by the pilot upon boarding.

French Notice 9/220/20

[NP61-No 54-Wk 14/20]

## Nouvelle Calédonie - East coast - Baie de Kouaoua — Anchorages

137

Paragraph 4.130 1-2 *Replace by:*

- 1 **Inner anchorages.** Anchorage may be obtained 4½ cables S of Pointe Mè Kauciri (4.129); the swinging room in this anchorage is restricted. Coral heads in the vicinity of the anchorage are marked by red buoys.
- 2 Vessels with a draught of less than 9 m may anchor a little farther S.

French Notice 9/220/20

[NP61-No 55-Wk 14/20]

## Nouvelle-Calédonie - Baie de Poro — Leading beacons

138

Paragraph 4.137 2 line 1 *For* 140°2' *Read* 136°5'

French Notice 44/204/17 Block F.577

[NP61-No 11-Wk 48/17]

## Nouvelle Calédonie - East coast - Passe Sud-Est to Baie Ugué — Directions; track

139

Paragraph 4.147 1 line 3 *Replace by:*

...track leads W for about 10 miles to a position 1¼ miles S...

French Notice 27/220/20

[NP61-No 63-Wk 32/20]

## Nouvelle-Calédonie - Île Lifou - North coast - Cap Escarpé — Position

164

Paragraph 5.51 1 line(s) 4 *For* (20°28'·10S 166°39'·74E)  
*Read* (20°40'·89S 167°13'·57E)

Paragraph 5.56 1 line(s) 6 *For* (20°28'·10S 166°39'·74E)  
*Read* (20°40'·89S 167°13'·57E)

French Chart 7218/19

[NP61-No 38-Wk 35/19]

## Nouvelle-Calédonie - Île Lifou - North coast - Cap Escarpé — Position

166

Paragraph 5.63 1 line(s) 4 *For* (20°28'·10S 166°39'·74E)  
*Read* (20°40'·89S 167°13'·57E)

French Chart 7218/19

[NP61-No 39-Wk 35/19]

## Nouvelle-Calédonie - Îles Loyauté - Atoll d'Ouvéa — Passages; general information

168

Paragraph 5.78 1 line(s) 1-6 *Replace by:*

- 1 There are five allocated passages into Atoll d'Ouvéa with charted fairway limits.

There are three passages between Pléiades du Sud (named from SE to NW):

Passe du Coëtlogon (5.79);

Passe du Styx (5.82);

Passe de la Meurthe (5.84).

- 2 There are a further two passages between Pléiades du Nord (named from SW to NE):

Passe du Taureau (5.88);

Passe de la Baleine (5.89).

The passages between Pléiades du Sud are wider and are reported to be more easily navigated than those of Pléiades du Nord.

- 3 **Caution.** Areas outside of the described fairways cannot be considered adequately surveyed; large depth anomalies may be expected. It is not recommended to transit outside of the described fairways within Atoll d'Ouvéa.

French Chart 7218/19

[NP61-No 40-Wk 35/19]

## Nouvelle-Calédonie - Îles Loyauté - Atoll d'Ouvéa - Passe du Styx — Directions

168

Paragraph 5.83 1 line(s) 4-5 *Replace by:*

...through a channel 6 cables wide where it joins a track...

French Chart 7218/19

[NP61-No 41-Wk 35/19]

## Nouvelle-Calédonie - Îles Loyauté - Atoll d'Ouvéa — Passe d'Anémata

169

Paragraph 5.87 1 line(s) 1-7 including headings *Replace by:*

**Spare  
5.87**

French Chart 7218/19

[NP61-No 42-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –  
Atoll d'Ouvéa – Passe du Taureau — Directions**

169

After Paragraph 5.88 2 line 8 *Insert*:

**Directions  
5.88a**

- 1 From the vicinity of 20°26'10S 166°27'30E, the track leads SSE for 1½ miles in the centre of the channel between the two islands. Thence the fairway, approximately 5 cables wide, leads SE for 5 miles, passing:

NE of a 2.8 m shoal (20°30'18S 166°30'61E), marked by a buoy (W cardinal).

Thence the track joins the fairway leading SSE to the jetty at Hwaadrila (5.93).

French Chart 7218/19 [NP61-No 43-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –  
Atoll d'Ouvéa – Passe de la Baleine — Directions**

169

Paragraph 5.90 1 line(s) 1–10 *Replace by*:

- 1 **Caution.** Local knowledge is required.  
**Track.** From the vicinity of 20°24'82S 166°29'10E, the track through Passe de la Baleine leads SE for 1 mile, keeping towards the SW side. Thence the fairway leads SSE for 8 miles towards the jetty at Hwaadrila (5.93). Depths generally exceed 5 m within the fairway, with the exception of a 3.9 m shoal (20°27'30S 166°30'74E) which encroaches upon the fairway limit.

French Chart 7218/19 [NP61-No 44-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –  
Atoll d'Ouvéa – Hnyimwele — Pilotage**

169

After Paragraph 5.93 1 line 4 *Insert*:

**Pilotage.** Pilot for Hnyimwele boards in position 20°36'30S 166°14'40E, at the entrance to Passe de la Meurthe (5.84).

French Chart 7218/19 [NP61-No 45-Wk 35/19]

**Fiji Islands - Viti Levu - Approaches to Suva —  
Anchorage; wreck**

266

Paragraph 8.162 1 line 2 *Replace by*:

...Tamavua Light Beacon (8.153); a wreck, reported (2018), lies 1 cable NNW of the anchorage.

Fijian NAVWARN 22/18 [NP61-No 23-Wk 28/18]

**Fiji - Lautoka — Directions; floating dock**

272

After Paragraph 8.214 1 line 7 *Insert*:

N of a floating dock (17°36'88S 177°25'70E), thence:

Correspondence MSAF [NP61-No 46-Wk 39/19]

**Fiji Islands - Viti Levu Bay — Directions; rocks**

281

After Paragraph 8.307 2 line 6 *Insert*:

SSE of two dangerous rocks (17°25'04S 178°16'59E), thence:

BA Chart 387 [NP61-No 7-Wk 40/17]

**Fiji Islands - Yasawa Islands - Tamasua Passage  
— Directions; depth**

284

After Paragraph 8.337 1 line 5 *Insert*:

**Depths.** It has been reported (2019) that shoals with depths of less than 4 m lie in the E entrance.

UKHO correspondence; H102 MV *Island Sky*  
[NP61-No 49-Wk 51/19]

**Fiji Islands - Levuka Wharf — Wreck**

295

Paragraph 8.427 3 lines 10–12 *Replace by*:

...130 m ENE of the light near the knuckle of Levuka Wharf, in position 17°41'04S 178°50'28E. A dangerous wreck, depth 7 m, marked at its extremities by buoys (special), lies 90 m E of the light exhibited from the head of Levuka Wharf.

BA Chart 1244 [NP61-No 8-Wk 41/17]

**Fiji - Nairai Island —  
Leading beacons; anchorage**

298

Paragraph 8.448 1–4 *Replace by*:

- 1 **Description.** Anchorage may be obtained in the bay on the N side of Nairai Island (8.438).

**Directions.** Lumulumu Entrance (17°46'00S 179°23'00E), is an opening in the barrier reef which leads to a bay on the N side of the island; it should be navigated with caution in a favourable light as there are more dangers in it than are charted.

- 2 **Anchorage** may be obtained off the village of Natauloa, 1½ miles SE of Lumulumu Entrance.

Anchorage may also be obtained in a bay (17°48'86S 179°23'40E) on the W side of the island; access is through either of two openings, Na-Lawe Entrance (17°50'90S 179°23'69E) or Naiyaca Entrance (17°50'13S 179°23'13E) in the SW part of the barrier reef. The village of Dalice lies at the N end of the bay.

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- 3 **Tidal levels:** mean spring range about 1.1 m; mean neap range about 1.0 m. For further details see *ADMIRALTY Tide Tables Volume 4*.

ENC GB300744 (6.005) [NP61-No 64-Wk 43/20]

## Fiji - Viti Levu - Rewa Roads — Submarine cable

300

Paragraph 8.462 1 line 10 *Replace by:*

...river. A submarine cable is laid through Rewa Roads and uncharted coral pinnacles may exist in the area.

BA Chart 1674 [NP61-No 19-Wk 16/18]

## Fiji - Exploring Isles - Qilaqila Passage — Leading Beacons

346

Paragraph 10.36 1 lines 2-4 *Replace by:*

Front beacon (white pillar) (17°09'·69S 179°02'·23W).

Rear beacon (white pillar) (2 cables from front beacon).

MV *Tenacious* [NP61-No 9-Wk 43/17]

## Fiji Islands - Balmoral Reef — Shoal

360

Paragraph 11.10 *Replace by:*

1	Depth/Position	Description and remarks (date reported)
	10.7 m 15°57'·00S 175°38'·00E	Shoal (2001).
	7 m 15°39'·00S 175°52'·00E	Balmoral Reef; 2½ miles long, 1¾ miles wide. Reported (1991) to lie 5 miles NE of its charted position.
	13.6 m 14°56'·53S 174°50'·77E	Shoal (2018).

Fijian Notice 48/18 [NP61-No 24-Wk 42/18]

## Île Futuna - Ava Leava — Anchorage

365

Paragraph 11.40 3 line 3 *Replace by:*

...bearing (028°). **Caution.** A submarine cable is laid through this anchorage.

BA Chart 968 [NP61-No 17-Wk 16/18]

## Îles Wallis - Mouillage de Mata Utu — Anchorage

368

Paragraph 11.59 1 line 4 *For* 34 m *Read* 20 m

Paragraph 11.59 1 line 5 *For* 22 m *Read* 13 m

*After* Paragraph 11.59 1 line 8 *Insert:*

**Caution.** A submarine cable lies close to the anchorage positions.

BA Chart 968 [NP61-No 18-Wk 16/18]

## Oceania - Îles Wallis - Mata Utu — Anchorage

368

Paragraph 11.59 1 lines 1-8 including existing Section IV Notice Week 16/18 *Replace by:*

- 1 Anchoring is available in Mouillage de Mata Utu (13°17'·70S 176°09'·60W), except within 250 m of a submarine cable.

The swinging room is restricted by reefs and banks.

French Notice 43/207/18 [NP61-No 25-Wk 47/18]

## Tonga Islands - North coast of Tongatapu — Directions

377

Paragraph 12.42 2 line(s) 1-9 *Replace by:*

- 2 S of a 6.1 m shoal (20°55'·69S 175°00'·85W), which breaks in moderate weather, thence:  
N of a 9.2 m shoal (20°59'·30S 175°01'·59W), thence:  
S of a 9 m isolated shoal (20°56'·36S 175°03'·63W), thence:  
S of Hyäne Shoal (20°56'·20S 175°04'·50W), a small coral patch on which the sea breaks, thence:  
N of a shoal (20°58'·18S 175°05'·06W) with a least depth of 8.4 m, thence:  
N of a 7.3 m shoal (20°58'·04S 175°06'·37W), and:

Paragraph 12.42 3 line 2 *For* 7.3 m *Read* 5.8 m

New Zealand Chart 827 [NP61-No 33-Wk 25/19]

## Tonga - Approaches to Nuku'alofa Harbour — Limiting conditions

377

Paragraph 12.48 1 line(s) 1-2 *Replace by:*

- 1 **Ava Lahi** (21°00'·00S 175°10'·00W) (12.64): 9.5 m.

New Zealand Chart 8275/19; Tongan Chart 8275/19 [NP61-No 28-Wk 20/19]



**Tonga - Approaches to Nuku'alofa Harbour -  
Egeria Channel — Directions**

379

Paragraph 12.62 2 line(s) 2 *For* (141°3') *Read* (141°6')

Paragraph 12.62 3-7 *Replace by*:

- 3 NE of Hakauiki Hahake (21°02'·50S 175°17'·00W), a detached drying reef, and: SW of the SW extremity (21°02'·20S 175°16'·40W) of Hakau Loa, an extensive drying reef with a number of rocks awash within 1½ cables S of the S side.
- 4 From a position S of the SW extremity Hakau Loa, the track leads ENE, passing:  
NNW of 'Atatā (21°02'·86S 175°15'·23W), an island with some trees on it, the tops of which have an elevation of 33 m; the E side of the island is bordered by cliffs 3 to 4 m high.
- 5 Thence, from a position N of 'Atatā, the track leads ESE, passing:  
SSW of a 3·9 m patch (21°02'·27S 175°15'·02W); a 3·4 m patch lies 2 cables NNE. Thence:  
SSW of Friday Shoal (21°02'·20S 175°14'·50W), thence:  
SSW of Johnnie Shoal (21°02'·44S 175°14'·60W). Two patches with depths of 5·5 and 1·9 m lie 1½ cables W and 1 cable NNW respectively, and additional patches lie E and ESE of Johnnie Shoal. Thence:
- 6 SSW of a shoal patch (21°02'·67S 175°14'·25W) with least depth of 3·7 m at the N end, thence:  
NNE of Sumner Shoal (21°03'·05S 175°14'·21W), thence:  
NNE of Campbell Rock (21°03'·55S 175°14'·20W), thence:  
Clear of a 7·9 m shoal patch (21°03'·35S 175°13'·29W) marked by a light buoy (starboard hand).
- 7 Thence the track leads to the inner pilot boarding position (12.54) NE of 'Alakipeau (21°05'·21S 175°14'·66W), a small island on the reef fringing the W side of the harbour.

New Zealand Chart 8275/19; Tongan Chart 8275/19  
[NP61-No 29-Wk 20/19]

**Tonga - Approaches to Nuku'alofa Harbour -  
Egeria Channel — Directions**

379

Paragraph 12.63 3 line(s) 5-7 *Replace by*:

(*Directions continue for the harbour at 12.69*)

New Zealand Chart 8275/19; Tongan Chart 8275/19  
[NP61-No 30-Wk 20/19]

**Tonga - Approaches to Nuku'alofa Harbour -  
Ava Lahi — Directions**

379-380

Paragraph 12.65 2 line(s) 9 *Replace by*:

The track then leads to a position 2¾ miles NW of Malinoa Light.

- 3 Thence with 'Alakipeau (12.62), an islet close N of Polo'a (21°05'·39S 175°14'·66W) on the fringing reef, bearing 220°, the track leads through the second part of Ava Lahi, for 5 miles, in a least depth of 9·5 m, passing:

NW of Telemachus Reef (21°01'·07S 175°09'·77W), which breaks, thence:

- 4 SE of shoal patches (21°01'·50S 175°11'·80W) with depths from 4·2 to 8·6 m and a rock awash, marked on their NE side by a light buoy (starboard hand), thence:

SE of a 3·7 m patch (21°01'·72S 175°12'·27W). A dangerous rock and a 3·9 m patch lie close W and SW respectively. Thence:

- 5 SE of a rock (21°02'·08S 175°12'·25W), with a depth of 5·0 m, thence:

NW of a shoal patch with a depth of 3·8 m marked by a light buoy (W cardinal) (21°02'·82S 175°12'·15W); several shoal patches less than 10 m lie close NW and SW of the patch and Nautilus Shoal lies 5 cables ESE. Thence:

- 6 SE of a shoal patch (21°02'·56S 175°12'·70W), depth 5·9 m.

The track then leads SE of an extensive shoal area (21°02'·70S 175°13'·00W) marked by a light buoy (starboard hand) to the inner pilot boarding position (12.54).

Paragraph 12.66 *Replace by*:

**Spare  
12.66**

Paragraph 12.67 *Replace by*:

**Spare  
12.67**

Paragraph 12.68 *Replace by*:

**Spare  
12.68**

New Zealand Chart 8275/19; Tongan Chart 8275/19  
[NP61-No 31-Wk 20/19]

**Tonga - Inner approaches to Nuku'alofa Harbour  
— Directions**

380

Paragraph 12.69 *Replace by*:

- 1 From the inner pilot boarding position the track initially leads along the line of bearing 215° of the SE extremity of Polo'a islet through the final part of Ava Lahi, for about 8 cables, in a least depth of 11·9 m, passing:

SE of a 7·9 m shoal patch (21°03'·35S 175°13'·29W) marked by a light buoy (starboard hand).

# NP61

2 Thence the track leads on the line of bearing 150°, ahead, of a light beacon (starboard hand) (21°06'·92S 175°11'·83W) on the E side of Ualanga 'Uta (12.48) until SW of Ualanga Lalo (21°06'·07S 175°11'·27W), from where a light (12.73) is exhibited on its W side.

3 The anchorage (12.76), Vuna Wharf or Queen Salote Wharf (12.77) may be approached as required, passing:

WSW and S of Ualanga Lalo, thence:

Clear on either side of Ualanga 'Uta and Mounu (12.48) reefs, both of which are marked by light beacons.

New Zealand Chart 8275/19; Tongan Chart 8275/19

[NP61-No 32-Wk 20/19]

## Tonga - Approaches to Nuku'alofa — Directions

380

Paragraph 12.69 including heading and existing Section IV Notice Week 20/19 *Replace by:*

### Inner pilot boarding position to the harbour 12.69

1 From the inner pilot boarding position (12.54) the track leads generally S through the final part of Ava Lahi, then SE on the line of bearing 150°, ahead, of a light beacon (starboard hand) (21°06'·92S 175°11'·83W) on the E side of Ualanga 'Uta (12.48) to a position SW of Ualanga Lalo (21°06'·07S 175°11'·27W), from the W side of which a light (12.73) is exhibited.

2 The anchorage (12.76), Vuna Wharf or Queen Salote Wharf (12.77) may be approached as required, passing:

WSW and S of Ualanga Lalo, thence:

Clear on either side of Ualanga 'Uta and Mounu (12.48) reefs, both of which are marked by light beacons.

New Zealand Notice 10/40/20

[NP61-No 57-Wk 24/20]

## Tonga - Nomuka Group - Ava Fonuaiki — Directions; clearing lines

386

Paragraph 12.116 3 lines 1-12 *Delete*

ENC TO500403(1.000)

[NP61-No 58-Wk 26/20]

## Tonga - Ha'apai Group - Ha'afeva anchorage — Directions

388

Paragraph 12.134 1-2 *Replace by:*

1 From a position S of Trerise Patch (19°59'·94S 174°49'·24W), steep-to, the track leads ESE through the passage between Doyland Reef and Tungua (12.132), passing:

SSW of Kito (19°59'·72S 174°47'·24W) (12.135), from where a light (12.136) is exhibited, thence: SSW of a dangerous rock (20°01'·65S 174°46'·95W), over which blind rollers break occasionally, thence:

2 NNE of Doyland Reef (20°02'·80S 174°45'·70W), thence:

SSW of the SE extremity of reef fringing Tungua (20°00'·80S 174°46'·00W), thence:

NNE of a small detached reef awash (20°03'·05S 174°44'·95W).

Thence the track joins the N/S track W of Nukulei. (*Directions for N/S track are given at 12.118*)

ENC TO500403(1.000)

[NP61-No 59-Wk 26/20]

## Tonga - Ha'apai Group - Ava Vahaa Fonua — Directions; rock

394

*After Paragraph 12.190 1 line 5 Insert:*

ESE of an isolated rock (19°53'·97S 174°33'·28W) with a depth of 5.5 m, position approximate, thence:

New Zealand Notice 25/153/18

[NP61-No 27-Wk 02/19]

## Tonga - Vava'u Group - Neiafu — Anchorage; submarine cables

400

Paragraph 12.235 1 line(s) 4-6 *Replace by:*

...anchorage can be obtained off Lotuma (18°39'·66S 174°00'·56W) (12.229), avoiding charted submarine cables, in depths of about 55 m.

New Zealand Notice 14/61/19

[NP61-No 34-Wk 33/19]

## Niue — Marine Protected Areas

404

*After Paragraph 12.272 line 3 Insert:*

### Marine protected areas 12.272a

1 Niue Moana Mahu, an extensive MPA in which anchoring, fishing and other activities are prohibited, extends S and E from Niue for about 200 miles, as far as the EEZ.

Beveridge Reef Nukutulueatama (20°00'·23S 167°45'·48W) lies within a Special Management Area (SMA). Fishing restrictions apply within this area.

Department of Transport, Ministry of Infrastructure, Niue should be contacted for further details.

Correspondence Department of Transport, Ministry of Infrastructure, Niue [NP61-No 61-Wk 31/20]

**Samoa - Savai'i Island -  
Salelologa Harbour — Directions; depths**

410

Paragraph 13.32 2-4 *Replace by:*

**2 Directions. Leading lights:**

Front light (white concrete column) (13°45'·13S 172°12'·81W) on the edge of the W reef.

Rear light (similar structure) (1¼ cables from front light) on a reef.

**3** From a position 1½ miles from the front light the alignment (312°) of these lights leads into the channel, passing:

SW of a shoal with a depth of 0·5 m (13°45'·27S 172°12'·60W).

**4** The track then leads NNW, passing:

WSW of a shoal with a depth of 0·1 m (13°45'·18S 172°12'·68W).

The track then continues generally NNW to Salelologa Wharf (13°44'·71S 172°13'·03W), through a channel marked by light buoys, passing:

Clear of numerous reefs and shoals.

The chart is the best guide.

New Zealand Chart 8645/18 [NP61-No 15-Wk 16/18]

**Samoa - Upolu Island - Mulifanua Harbour —  
Directions; depths**

410

Paragraph 13.34 3 line 4 *For 5·8 m Read 5·4 m*

Paragraph 13.34 3 line 6 *For 2·9 m Read 3·1 m*

Paragraph 13.34 3 line 8 *For 6·4 m Read 5·5 m*

Paragraph 13.34 5 lines 4-7 *Replace by:*

W of the front light (148° alignment), thence:

Clear of a 2·8 m patch (13°49'·43S 172°02'·65W).

New Zealand Chart 8645/18 [NP61-No 16-Wk 16/18]

**Samoa - Upolu Island - Cape Tapaga —  
Shoal depth**

411

Paragraph 13.42 1 *Replace by:*

**1** A channel lies between Cape Tapaga (14°02'·85S 171°26'·11W) and Nu'utele Islet (13.36); it should not be used by large vessels as a shoal depth of 1·4 m (14°03'·60S 171°26'·49W) was reported (2017) to lie in the approaches to the channel.

NZ Notice 6/66(P)/17 [NP61-No 5-Wk 15/17]

**NP62 Pacific Islands Pilot  
Volume 3 (2020 Edition)**

**French Polynesia - Îles de la Société - Tahiti -  
Bassin de Taunoo — Anchorage**

164

Paragraph 6.159 2-3 *Replace by:*

**2 Directions.** The basin is approached from N and entered through Passe de Taunoo (17°31'·20S 149°33'·10W) (6.155). The basin may also be entered through a marked channel from Bassin de Papaoa (6.158).

**Landing.** Landing places in the basin are unusable in strong NW winds.

French Notice 40/228/19 [NP62-No 1-Wk 02/20]

**French Polynesia - Îles de la Société - Tahiti -  
Port de Papeete — Pilotage**

165

Paragraph 6.172 1 *Replace by:*

**1** Pilotage is compulsory and is available from 1 hour before the vessels arrival. The Pilot boards in the following positions:

Passe de Papeete for vessels over 90 m LOA: 17°30'·50S 149°36'·20W.

Passe de Papeete for vessels between 40 and 90 m LOA: 17°31'·43S 149°35'·69W.

Passe de Taunoo for vessels over 90 m LOA: 17°30'·00S 149°33'·20W.

See also 6.6 and *ADMIRALTY List of Radio Signals Volume 6(4)* for alternative pilot boarding arrangements.

French Notice 20/20/K11 [NP62-No 7-Wk 24/20]

**French Polynesia - Îles de la Société -  
Îles-Sous-le-Vent - Manuae — Marine reserve**

208

Paragraph 7.164 3 lines 3-4 *Replace by:*

...3 miles from each atoll. Fishing, navigation and anchoring are prohibited for unauthorised vessels within the marine reserve. Further restrictions apply and local authorities should be contacted for details.

French Notice 7/230/20 [NP62-No 3-Wk 12/20]

**French Polynesia - Îles Marquises - Nuku-Hiva -  
Baie de Taiohae — Anchorage**

247

After Paragraph 10.95 1 line 3 *Insert:*

Anchorage, reserved for vessels more than 90 m in length, may be obtained centred on 8°55'·43S 140°06'·04W with 72 hours notice (see also 10.92).

French Notice 38/231/19 [NP62-No 2-Wk 02/20]

## NP62

### United States of America - Hawaii Island - Cape Kumukahi — Directions; light

258

Paragraph 11.67 including heading *Replace by*:

#### Spare 11.67

US Notice 13/50/20

[NP62-No 4-Wk 19/20]

### United States of America - Hawaii Island - Cape Kumukahi — Directions; light

259

Paragraph 11.68 3 line(s) 5-6 *Replace by*:

...seen when close inshore.

US Notice 13/50/20

[NP62-No 5-Wk 19/20]

### United States of America - Hawaii Island - Cape Kumukahi — Directions; light

259

Paragraph 11.75 2 line(s) 1-3 *Delete*

US Notice 13/50/20

[NP62-No 6-Wk 19/20]

## NP63 Persian Gulf Pilot (2018 Edition)

### Persian Gulf and Gulf of Oman — Piracy

2

Paragraph 1.10 1-3 *Replace by*:

- 1 The British Maritime and Coastguard Agency has brought to the attention of shipowners, masters and crews, the risk of acts of piracy on the high seas or armed robbery against ships at anchor, off ports or when underway through the territorial waters of certain coastal states.
- 2 The UKMTO (United Kingdom Maritime Trade Operations) has established a designated Voluntary Reporting Area (VRA) covering all the waters of Red Sea, Gulf of Oman, Arabian Sea and Indian Ocean S of Suez and Straits of Hormuz to 10°S and 78°E.
- 3 Although there have been no reports of piracy and armed robbery in Persian Gulf since 2007, a vessel was hijacked and several vessels reported attempted attacks during 2012 in the approaches to Strait of Hormuz and Gulf of Oman.

For further information, see *The Mariner's Handbook*.

### Recommended practices

#### 1.10a

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

Paragraph 1.11 1-2 including heading *Replace by*:

### Reporting

#### 1.11

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

GB Chart Q6099

[NP63-No 62-Wk 20/19]

### United Arab Emirates - Abu Dhabi — Regulations; Marine Protected Area

5

After Paragraph 1.40 1 line 6 *Insert*:

- 2 **Marine protected areas.** Restrictions and prohibitions concerning entry, anchoring, mooring, hazardous materials, fishing and disturbing wildlife are established within certain Marine Reserves, Protected Areas and National Parks. For detailed information contact local authorities.

Environment Agency-Abu Dhabi

[NP63-No 72-Wk 33/19]

### Western approaches to the Strait of Hormuz - Jazireh-ye Tonb-e Bozorg — Name

61

Paragraph 2.5 1 lines 7-8 *For Jazireh-ye Tonb-e Bozorg Read Greater Tunb*

Correspondence UKHO

[NP63-No 47-Wk 11/19]



**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Bozorg — Name**

61

Paragraph 2.9 3 line 1 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Correspondence UKHO [NP63-No 48-Wk 11/19]

**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Bozorg — Directions; name**

62

Paragraph 2.10 1 line 16 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Correspondence UKHO [NP63-No 49a-Wk 11/19]

**Oman - Strait of Hormuz - West Bukha Oilfield  
— Directions; racon**

62

Paragraph 2.11 2 line 1 *Delete*

H102 MV *Hydra Voyager* 08/18  
[NP63-No 21-Wk 37/18]

**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Bozorg — Directions; name**

62

Paragraph 2.11 2 line 3 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Correspondence UKHO [NP63-No 49b-Wk 11/19]

**Oman - Muscat - Jazīrat Muscat —  
Directions; position**

62

Paragraph 2.12 1 line 11 *For* (3°37'·34N 58°35'·96E) *Read*  
(23°37'·34N 58°35'·96E)

H102 Maersk Supply Service [NP63-No 30-Wk 49/18]

**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Bozorg — Directions; names**

63

Paragraph 2.15 2 line 1 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Paragraph 2.15 3 line 1 *For* Jazīreh-ye Tonb-e Kūchek  
*Read* Lesser Tunb

Correspondence UKHO [NP63-No 50-Wk 11/19]

**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Bozorg — Directions; names**

64

Paragraph 2.16 2 line 7 *For* Jazīreh-ye Tonb-e Kūchek  
*Read* Lesser Tunb

Paragraph 2.16 2 line 11 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Paragraph 2.16 3 line 4 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Correspondence UKHO [NP63-No 51-Wk 11/19]

**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Bozorg — Name**

64

Paragraph 2.18 1 line 1 including heading *For* Jazīreh-ye  
Tonb-e Bozorg *Read* Greater Tunb

Paragraph 2.18 3 line 8 *For* Jazīreh-ye Tonb-e Bozorg  
*Read* Greater Tunb

Correspondence UKHO [NP63-No 52-Wk 11/19]

**Western approaches to the Strait of Hormuz -  
Jazīreh-ye Tonb-e Kūchek — Name**

64

Paragraph 2.19 1 line 1 including heading *For* Jazīreh-ye  
Tonb-e Kūchek *Read* Lesser Tunb

Correspondence UKHO [NP63-No 53-Wk 11/19]

**Oman - Muscat - Jazīrat Muscat —  
Directions; position**

77

Paragraph 3.63 2 line 17 *For* (3°37'·34N 58°35'·96E) *Read*  
(23°37'·34N 58°35'·96E)

H102 Maersk Supply Service [NP63-No 31-Wk 49/18]

**Oman - Muscat - Jazīrat Muscat —  
Directions; position**

79

Paragraph 3.82 1 line 3 *For* (3°37'·34N 58°35'·96E) *Read*  
(23°37'·34N 58°35'·96E)

H102 Maersk Supply Service [NP63-No 32-Wk 49/18]

**Oman - Muscat - Jazīrat Muscat —  
Directions; position**

82

Paragraph 3.101 1 line 2 *For* (3°37'·34N 58°35'·96E) *Read*  
(23°37'·34N 58°35'·96E)

H102 Maersk Supply Service [NP63-No 33-Wk 49/18]

# NP63

## Gulf of Oman – Oman – As Suwayq – Said Bin Sultan Naval Base — Anchorages

86

Paragraph 3.131 1 lines 4–8 *Replace by:*

**Outer anchorages.** Three anchorage areas lie NNW of As Suwayq (23°50′.76N 57°26′.52E):

Anchorage A (23°52′.69N 57°25′.52E) for small craft;

Anchorage B (23°54′.08N 57°25′.15E) for medium size vessels;

Anchorage C (23°57′.16N 57°24′.62E) for deep-draught vessels.

Omani Notice 10/41/19 [NP63-No 84-Wk 49/19]

## Oman – Shinās — Anchorage

89

After Paragraph 3.162 1 line 5 *Insert:*

**Anchorage.** An anchorage area, with a radius of 1 mile, is centred on 24°45′.00N 56°35′.00E.

Omani Notice 5/15/18 [NP63-No 1-Wk 27/18]

## United Arab Emirates – Gulf of Oman – Port of Fujairah — Prohibited anchorage

91

After Paragraph 3.177 2 line 8 *Insert:*

Anchorage is prohibited in the area between the designated anchorages and the shore.

Anchorage is prohibited within the SPM Channel (25°19′.10N 56°30′.00E).

GB Chart 3708 [NP63-No 67-Wk 29/19]

## United Arab Emirates – Gulf of Oman – Port of Fujairah — Directions; light

92

Paragraph 3.184 1 line(s) 7–8 *Replace by:*

...4 m in height) are exhibited. The service harbour is entered 5 cables SSE. The N harbour is entered 1 mile NE in the white sector (351°–353°) of the N Breakwater Directional Light (white mast) (25°11′.62N 56°22′.71E).

GB Chart 3708 [NP63-No 68-Wk 29/19]

## United Arab Emirates – Gulf of Oman – Ra's Dibā — Prohibited anchorage

96

Paragraph 3.232 1 line(s) 1–3 *Replace by:*

- 1 Anchoring is prohibited off Khawr Fakkān and subsequently N to Ra's Dibā, except in charted designated anchorages. Vessels are requested not to anchor N of 25°37′.00N due to the presence of submarine cables in this area.

Port of Fujairah Notice 259 [NP63-No 63-Wk 21/19]

## Oman – Strait of Hormuz – West Bukha Oilfield — Directions; racon

102

Paragraph 3.291 1 line 3 *Delete*

H102 MV *Hydra Voyager* 08/18

[NP63-No 22-Wk 37/18]

## Iran – South-east coast – Chābahar — Directions

106

Paragraph 4.18 1-2 *Replace by:*

- 1 From a position SSW of Damāgheh-ye Chābahār (4.12) the approach to Khalīj-e Chābahār leads N, passing:

Clear of a light buoy (safe water) (25°16′.34N 60°33′.23E), thence:

W of Damāgheh-ye Chābahār (25°17′.30N 60°37′.55E), and:

- 2 E of Damāgheh-ye Puzim (25°17′.34N 60°28′.16E) (4.31) and through to the Inner Anchorage area (4.21) or the pilot boarding position (25°17′.29N 60°34′.00E).

### Useful mark:

Kalantari breakwater head light (25°18′.90N 60°36′.90E).

Iranian Notice S. 16/2019 [NP63-No 86-Wk 51/19]

## Iran – South-east coast – Chābahar — Anchorages

107

Paragraph 4.21 1-2 *Replace by:*

- 1 **Anchorages.** Anchorage may be obtained in the following areas:

Outer Anchorage (25°13′.99N 60°36′.51E); depths of between 29 to 55 m.

Inner Anchorage (25°19′.23N 60°32′.25E); depths of between 11 to 13 m, mud.

- 2 During the SW Monsoon, when a heavy SSE swell is entering the bay, sheltered anchorage may be obtained on the W side of the bay, about 3½ miles E of the village of Konārak (25°21′.50N 60°24′.00E) (4.26); this berth also affords good shelter from the shamāl.

- 3 **Pilotage** is compulsory for all vessels; pilots board in position 25°17′.29N 60°34′.00E. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*

Iranian Notice S. 15/2019 [NP63-No 88-Wk 51/19]

## Iran – South-east coast – Chābahar — Directions

107

Paragraph 4.23 2 line(s) 1–7 *Replace by:*

- 2 **Approach and entry.** From the vicinity of a light buoy (safe water) (25°16′.34N 60°33′.23E) the track leads NE for about 2½ miles through a channel, marked by light buoys (lateral), to Shahid Beheshti Port (4.24), passing:

NW of breakwater head (25°18′.17N 60°35′.58E) (4.22).

- 3 Thence the track leads either SE into Shahid Beheshti Port or continues ENE, thence E, for about 2 miles, through the buoyed channel to Shahid Kalantari Port (4.24).

Iranian Notice S. 16/2019 [NP63-No 87-Wk 51/19]

**Oman - Strait of Hormuz - West Bukha Oilfield  
— Directions; racon**

122

Paragraph 5.87 1 lines 1-5 including heading *Replace by:*

**Spare  
5.87**

H102 MV *Hydra Voyager* 08/18

[NP63-No 23-Wk 37/18]

**Iran - Lengeh - Bandar-e Kong —  
Wreck; beacons**

125

Paragraph 5.112 1 line(s) 8-10 *Replace by:*

...passing SE of Bandar-e Lengeh (5.107) and between a conspicuous stranded wreck (26°32'15N 54°57'50E) marked by a light beacon (isolated danger) and a stranded wreck marked by a light beacon (isolated danger) (26°34'17N 54°55'78E).

Iranian Notice 9-S/20

[NP63-No 108-Wk 41/20]

**Iran - Bandar-e Pārs — Anchorages**

134

Paragraph 6.43 2 lines 1-5 *Replace by:*

2 **Anchorages:**

Outer anchorage is centred at 27°33'30N 52°24'00E, with depths from 30 to 53 m. The SE corner is marked by a light buoy (safe water) (27°32'19N 52°28'07E).

Inner anchorage is centred at 27°33'80N 52°28'80E. There is a depth of 25 m (existence doubtful) in the SE corner.

Iranian Notices 8/2017; 1/2018

[NP63-No 4-Wk 27/18]

**Iran - Būshehr — Dredged depths**

138

Paragraph 6.75 1 *Replace by:*

- 1 The approach channel is dredged to 8.5 m (2019); however silting is liable to occur. The harbour authorities should be consulted for the latest information on channel depths.

Paragraph 6.81 1 line(s) 6-7 *Replace by:*

...basin lies within the entrance to Khowr-e Solţānī, S of an area of reclaimed land.

Iranian ENC IR5FGC09

[NP63-No 71-Wk 29/19]

**Iran - North-west coast - Būshehr —  
Directions; leading lights**

138

Paragraph 6.84 1-2 *Replace by:*

- 1 **Track.** From a position SW of the outer end of the entrance channel, the track leads NE for about 5 miles through Khowr-e Deyreh, marked by light buoys (lateral).

When abeam the inner anchorage (6.85), the track then leads SE into Khowr-e Baḥrānī, also marked by light buoys (lateral), for 2½ miles until reaching the turning basin.

- 2 **Useful marks:**

Khowr-e Deyreh Leading Lights (piles) (29°01'45N 50°48'41E and 29°02'14N 50°49'110E).

Iranian ENC IR5FGC13

[NP63-No 79-Wk 38/19]

**Iran - North-west coast - Būshehr —  
Directions; leading lights**

138

Paragraph 6.84 1-2 including existing Section IV Notice Week 38/19 *Replace by:*

- 1 **Khowr-e Deyreh Leading Lights:**

Front light. Beacon A (pile) (29°01'76N 50°48'69E).

Rear light. Beacon B (pile) (6½ cables from front light).

From a position SW of the outer end of the entrance channel, the alignment (043°) of these lights leads NE for about 5 miles through Khowr-e Deyreh, marked by light buoys (lateral).

- 2 When abeam the inner anchorage (6.85), the track leads SE into Khowr-e Baḥrānī, also marked by light buoys (lateral), for 2½ miles until reaching the turning basin.

Iranian Notice S/4/20

[NP63-No 104-Wk 29/20]

**United Arab Emirates - Saqr Port —  
Directions; pilotage; terminal**

147

Paragraph 7.20 2 lines 2-3 *Replace by:*

...pilot boards in position 26°01'00N 56°02'48E. For the Deepwater Bulk Terminal the pilot boards at 26°01'80N 56°00'21E.

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

Paragraph 7.21 1 lines 1-5 *Replace by:*

- 1 **General layout.** The port consists of four quays within a basin enclosed by breakwaters. The Deepwater Bulk Terminal is located on the outer side of Saqr Port main lee breakwater.

*After* Paragraph 7.22 2 line 4 *Insert:*

**Deepwater Bulk Terminal.** From the vicinity of the pilot boarding position the track leads SE then into the centre of the white sector (322.3°) of the Deep Water Terminal sector light (25°58'47N 56°02'75E). The channel, marked by light buoys (lateral), has a minimum depth of 18 m.

MENAS Notice 21/18

[NP63-No 24-Wk 44/18]

## NP63

### United Arab Emirates - Ra's al Khaymah - RAK Maritime City - RAK Khor Port — Directions; control tower; buoy; anchorages

148

Paragraph 7.29 1 lines 6–7 *Delete*

Paragraph 7.36 1 *Replace by:*

- 1 **Pilotage** is compulsory and available 24 hours; pilot boards in vicinity of the fairway buoy (25°50'·50N 55°56'·05E). See *ADMIRALTY List of Radio Signals Volume 6(8)*.

**Outer anchorage.** RAK Kor Port anchorage lies in an area centred on 25°54'·18N 55°49'·98E with depths from 27 to 30 m.

Correspondence RAK Ports 05/18; MENAS Navigation Warning 066/18 [NP63-No 2-Wk 27/18]

### United Arab Emirates - Al Jazeera Port — Anchorages; pipeline; buoy

149

Paragraph 7.42 *Replace by:*

- 1 **Outer anchorage.** Al Jazeera Port anchorage lies in an area centred on 25°51'·67N 55°43'·78E with depths from 27 to 34 m.

**Anchoring and fishing is prohibited** within the fairway and approaches.

- 2 **Pilotage** is compulsory; pilot boards close to the fairway buoy (25°44'·92N 55°46'·65E). See *ADMIRALTY List of Radio Signals Volume 6(8)*.

MENAS Navigation Warning 066/18; Correspondence RAK Ports 05/18 [NP63-No 3-Wk 27/18]

### United Arab Emirates — Umm al Quwain — Anchorage

150

Paragraph 7.49 1 lines 2–3 *Replace by:*

...an area centred on 25°40'·92N 55°31'·56E, depth 22 m.

Umm al Quwain Port Authority

[NP63-No 25-Wk 47/18]

### Oman - Musandam Peninsula — Musandam Power Plant Harbour

150

*After* Paragraph 7.54 *Insert:*

#### Musandam Power Plant 7.54a

- 1 **General information.** Musandam Power Plant (26°03'·45N 56°05'·17E) is situated close S of Ra's ash Sha'm (26°04'·19N 56°05'·62E). The power plant consists of a small harbour and an SBM buoy (26°04'·57N 56°04'·09E).

**Directions.** The SBM buoy is approached from the W through a pair of light buoys (lateral) (26°04'·71N 56°03'·49E and 26°04'·44N 56°03'·49E).

- 2 **Anchorage.** An anchorage (26°06'·50N 55°57'·16E) lies 6½ miles WNW of the SBM buoy, in depths of 46 to 65 m.

UKHO

[NP63-No 107-Wk 32/20]

### Western approaches to the Strait of Hormuz - Abū Mūsá — Name

153

Paragraph 7.86 1 line 1 including heading *For* Abū Mūsá *Read* Abu Musa

Correspondence UKHO

[NP63-No 54-Wk 11/19]

### United Arab Emirates - Dubai — Anchorage

157

Paragraph 7.128 2 lines 1–3 *Delete*

BA Chart 3414

[NP63-No 29-Wk 49/18]

### United Arab Emirates - Fateh Oil Terminals — Anchorage; pilotage

160

Paragraph 7.154 1 line 6 *Replace by:*

...25°34'·50N 54°33'·50E in a depth of about 46 m; the...

Paragraph 7.154 2 lines 8–9 *For* 25°36'·50N 54°31'·50E *Read* 25°34'·50N 54°33'·50E

Dubai Petroleum

[NP63-No 102-Wk 20/20]

### United Arab Emirates - Jebel Ali to Khalifa Port — Hassyan Clean Coal Power Plant

162

*After* Paragraph 7.187 1 line 9 *Insert:*

#### Hassyan Clean Coal Power Plant

##### General information

###### 7.187a

- 1 **Position and function.** Hassyan Clean Coal Power Plant (24°54'·90N 54°54'·00E) has been built to serve the Dubai Municipality. It consists of an L-shaped W breakwater extending NW from the coast and a straight E breakwater lying parallel.

##### Arrival information

###### 7.187b

- 1 **Outer anchorages.** There is a deepwater transshipment area centred on 25°06'·56N 54°46'·50E having depths between 19 m and 24 m; the holding is poor and extra cable is recommended. See 7.114.
- 2 The anchorage for lightering vessels is centred on 24°58'·50N 54°50'·50E with depths of about 7 m.

##### Directions for entering harbour

###### 7.187c

- 1 From the vicinity of the lightering anchorage the track leads SE following a channel marked by light buoys (lateral).



# **Berths** **7.187d**

- 1 The coal import berth with a length of 185 m lies alongside the W breakwater. An ash export berth with a length of 95 m lies on the SE wall of the basin.

Correspondence Dubai Maritime City Authority  
[NP63-No 45-Wk 11/19]

## **United Arab Emirates - Abu Dhabi - Khalifa Port — Restricted area**

163

After Paragraph 7.197 1 line 2 *Insert:*

### **Restricted area** **7.197a**

- 1 Ras Ghanada Marine Reserve (24°51'·35N 54°42'·96E) extends about 3½ miles NW from the NW shore of Ghanāḡah. Anchoring, mooring, fishing and disturbing wildlife is restricted within the reserve. See 1.40.

Environment Agency-Abu Dhabi  
[NP63-No 73-Wk 33/19]

## **United Arab Emirates - Abu Dhabi — Arrival information; pilotage**

165

Paragraph 7.217 2 lines 1–3 *Replace by:*

- 2 Pilot boards in position 24°39'·50N 54°13'·80E, 5 cables NW of Mina Zayed Fairway Light Buoy.

Abu Dhabi Ports Correspondence 03/18  
[NP63-No 11-Wk 27/18]

## **United Arab Emirates - Abu Dhabi — Restricted area**

165

After Paragraph 7.218 1 line 3 *Insert:*

### **Restricted area** **7.218a**

- 1 Al Saadiyat Marine National Park (24°34'·98N 54°25'·58E) extends about 4¼ miles N from the NW shore of Jazīrat as Sa'dīyāt. Anchoring, mooring, fishing and disturbing wildlife is restricted within the park. See 1.40.

Environment Agency-Abu Dhabi  
[NP63-No 74-Wk 33/19]

## **United Arab Emirates - Abu Dhabi — Restricted area**

167

After Paragraph 7.237 1 line 3 *Insert:*

**Restricted area.** Restrictions apply within Mangrove Marine National Park (24°27'·40N 54°25'·84E). See 1.40.

Environment Agency-Abu Dhabi  
[NP63-No 75-Wk 33/19]

## **United Arab Emirates - Abu Dhabi - Muṣaffaḡ Port — Restricted area**

168

After Paragraph 7.244 5 line 6 *Insert:*

**Restricted area.** Restrictions apply within Bul Syayeeḡ Marine Reserve (24°18'·25N 54°21'·12E). See 1.40.

Environment Agency-Abu Dhabi  
[NP63-No 76-Wk 33/19]

## **United Arab Emirates - Abu Dhabi to Jabal Aḡ Ḥannah - Dās deep-water approach — Directions; wreck**

169

After Paragraph 7.254 2 line 2 *Insert:*

SW of a wreck (25°28'·60N 53°13'·29E), reported (2019), thence:

UKHO [NP63-No 85-Wk 51/19]

## **United Arab Emirates - Abu Dhabi - Jazīreh-ye Sirrī to Jabal Aḡ Ḥannah — Restricted area**

171

After Paragraph 7.268 1 line 10 *Insert:*

### **Restricted area** **7.268a**

- 1 Marawah Marine Reserve extends N from the mainland between the positions 24°01'·85N 53°34'·44E and 24°06'·00N 52°57'·73E and encompassing Bū Ṭīnah (24°37'·00N 53°05'·00E), Ruqq al Ḥalī (24°32'·00N 53°19'·00E), Al Bazm al Gharbī (24°20'·00N 53°05'·00E), and the islands which lie on Fasht al Bazam (7.250). Anchoring is restricted to areas clear of coral cover and mooring is prohibited outside of designated sites. Other restrictions apply, see 1.40.

Environment Agency-Abu Dhabi  
[NP63-No 77-Wk 33/19]

## **United Arab Emirates - Approaches to Mubarraz terminal - TSS Between Zaqqum and Umm Shaif — Directions**

171

After Paragraph 7.272 1 line 6 *Insert:*

Clear of an obstruction (25°04'·55N 53°21'·02E), depth 19 m, thence:

H102 ADNOC [NP63-No 89-Wk 02/20]

# NP63

## United Arab Emirates - Zirku Oil Loading Terminal — Vessel traffic information service

172

Paragraph 7.276 2 lines 1–4 *Replace by:*

- 2 **Vessel traffic information service.** Das Zirku Mubarraz VTIS is in operation for the control of shipping. Participation is mandatory for the following:  
Vessels of 50 m LOA or above.  
All vessels carrying dangerous cargo.  
All passenger vessels.  
For further information see *ADMIRALTY List of Radio Signals Volume 6(8)*.
- 3 **Approach and entry.** The terminal is usually approached through the TSS Between Zaqqum and Umm Shaif (7.255); if approaching from N, the terminal authorities must be advised, see 7.260.

ADNOC Petroleum Ports Authority  
[NP63-No 37-Wk 05/19]

## United Arab Emirates - Hālat al Mubarraz Oil Loading Terminal — Vessel traffic information service

174

*After Paragraph 7.286 1 line 3 Insert:*

**Vessel traffic information service.** See 7.276.

ADNOC Petroleum Ports Authority  
[NP63-No 38-Wk 05/19]

## United Arab Emirates - Approaches to Ar Ru'ays (Ruweis) and Jabal Aẓ Ṣannah — Depths

175

Paragraph 7.298 1 lines 1–4 *Replace by:*

- 1 The DW channel serves both ports. Dredged depths are as follows:  
Yās Channel. 15.0 m (2016) (7.315);  
Ruweis Channel. 14.9 m (2016) (7.319);  
East Gashā Channel. 12.0 m (2016) (7.316).

BA Chart 3779; ADNOC 04/18  
[NP63-No 26-Wk 48/18]

## United Arab Emirates - Jabal Aẓ Ṣannah — Vessel traffic information service

176

*After Paragraph 7.304 1 line 5 Insert:*

## Vessel traffic information service 7.304a

- 1 Jebel Dhanna Ruweis VTIS is in operation for the control of shipping. Participation is mandatory for the following:  
Vessels of 50 m LOA or above.  
All vessels carrying dangerous cargo.  
All passenger vessels.  
For further information see *ADMIRALTY List of Radio Signals Volume 6(8)*.

ADNOC Petroleum Ports Authority  
[NP63-No 39-Wk 05/19]

## United Arab Emirates - Ar Ruways - Ghasha Oilfield — Development; reclamation works

176

*After Paragraph 7.309 1 line 10 Insert:*

## Development 7.309a

- 1 Reclamation works are in progress (2019) for the construction of an artificial island centred on 24°33'95N 52°57'00E.

Correspondence Abu Dhabi National Oil Company  
[NP63-No 65-Wk 25/19]

## United Arab Emirates - Arzanah Oilfield — Directions; platforms

177

Paragraph 7.314 3 lines 5–7 *Delete*

Paragraph 7.314 6 lines 2–11 *Replace by:*

Jazīrat Arzanah (24°47'31N 52°33'42E) is an island which rises to 63 m at its N end, its S part formed by a plain terminating in a sandy spit; lights are exhibited from a jetty near its S end and from a beacon standing S of the sandy spit.

Correspondence [NP63-No 36-Wk 02/19]

## United Arab Emirates - Approaches to Ar Ru'ays (Ruweis) and Jabal Aẓ Ṣannah — Directions

177

Paragraph 7.315 1 lines 1–8 including heading *Replace by:*

## Yās Channel 7.315

- 1 **Approach.** Vessels approaching from the NW are to use this channel, which is for inbound traffic only.  
**Track.** From a position W of Ghashā Light Buoy (24°25'89N 52°34'49E), the track leads generally SE keeping to the SW part of the DW channel for 13 miles through to Jabal Aẓ Ṣannah Oil Loading Berths (7.320), the waiting anchorages (7.305) or Ar Ru'ays Approach Channel (7.318), passing:

Paragraph 7.315 4 lines 4–7 and 5 lines 1–5 *Replace by:*

- ... (24°22'61N 52°39'00E) and N-Yās Light Buoy (special) (24°22'56N 52°39'35E).  
5 The track then continues SE and SSE to a position between S-Yās Light Buoy (special) (24°18'30N 52°40'94E) and No 19 Light Buoy (starboard hand) (24°17'85N 52°40'64E), passing:

BA Chart 3779; ADNOC 04/18  
[NP63-No 27-Wk 48/18]

**United Arab Emirates - Ar Ruways -  
Ghasha Oilfield — Directions; reclamation works**

178

After Paragraph 7.316 3 line 4 *Insert*:

NW of an extensive area of reclamation (24°33'·95N 52°57'·00E) (7.309a), to which entry is prohibited, thence:

Correspondence Abu Dhabi National Oil Company  
[NP63-No 66-Wk 25/19]

**United Arab Emirates - Approaches to Ar Ru'ays  
(Ruways) and Jabal Az Zannah — Directions**

178

Paragraph 7.319 including heading *Replace by*:

**Ruways Channel  
7.319**

- 1 From a position W of Price Shoal (7.315), the Ruways Channel is entered between S-Yās Light Buoy (special) (24°18'·30N 52°40'·94E) and No 20 Light Buoy (24°17'·90N 52°41'·41E). The channel, strictly for outbound vessels after No 14 Light Buoy (special) (24°20'·57N 52°41'·76E), leads initially NNE, passing:
  - ESE of S-Yās Light buoy (7.315), thence:
- 2 WNW of Jazīrat Yabr (24°19'·19N 52°43'·16E), a small sandy islet, 1 m high, surrounded by a drying reef steep-to on its S side. The islet lies on the S edge of an extensive reef with foul ground on its W side, marked by No 16 Light Buoy (W cardinal) (24°20'·00N 52°42'·31E). Thence:
  - To a position W of No 16 Light Buoy, which marks the W side of the reef.
- 3 The route then continues generally NW through the channel, marked by light buoys (lateral and special), to a position SW of Najwat Light Buoy (S cardinal) (24°25'·41N 52°35'·71E).

BA Chart 3779; ADNOC 04/18 [NP63-No 28-Wk 48/18]

**United Arab Emirates - Jabal Az Zannah to  
Ra's Rakan — Restricted area**

182

After Paragraph 7.346 2 line 7 *Insert*:

**Restricted area  
7.346a**

- 1 The Yasat Marine Reserve encompasses many of the off-lying islands, islets and reefs lying between Jazīrat Makāsib (24°39'·85N 51°49'·13E) (7.377), Jazā'ir Ghāghah (24°25'·00N 51°33'·00E) (7.375) and Jazīrat Muḥammaliyah (24°06'·77N 51°53'·77E). Anchoring is restricted to areas clear of coral cover and mooring is prohibited outside of designated sites. Other restrictions apply, see 1.40.

Environment Agency-Abu Dhabi  
[NP63-No 78-Wk 33/19]

**Qatar – Doha — Arrival information; pilotage**

187

Paragraph 7.390 1 lines 1–3 *Replace by*:

- 1 Pilotage is compulsory for all passenger and bulk vessels and is available day and night; pilot boards 2 cables SE of Doha Light Float (25°16'·41N 51°45'·06E). For...

Qatar Management Company Correspondence  
[NP63-No 16-Wk 27/18]

**Qatar – Hamad Port — Limiting conditions; UKC**

188

After Paragraph 7.410 2 line 4 *Insert*:

**Under-keel clearance  
7.410a**

- 1 An UKC of 1.0 m is required.

Qatar Management Company Correspondence  
[NP63-No 17-Wk 27/18]

**Qatar – Hamad Port —  
Arrival information; pilotage**

189

Paragraph 7.412 1 lines 1–2 *Replace by*:

- 1 Pilotage is compulsory for all vessels except offshore support vessels and tugs/barges. The pilot boards in position 25°10'·70N 51°42'·80E.

Qatar Management Company Correspondence  
[NP63-No 18-Wk 27/18]

**Qatar – Mesaieed —  
General information; approach and entry**

190

Paragraph 7.422 1 lines 1–10 including heading *Replace by*:

**Spare  
7.422**

UKHO [NP63-No 9-Wk 27/18]

**Qatar - Mesaieed — Controlling depths**

190

Paragraph 7.424 1 line(s) 1–4 *Replace by*:

- 1 East Channel, Main Channel and North Inner Channel are dredged to a depth of 13.5 m (2019). West Channel is dredged to a depth of 11.0 m (2019).

H102 Qatar Petroleum [NP63-No 90-Wk 02/20]

**Qatar – Mesaieed —  
Directions; approach and entry**

191

Paragraph 7.441 1 lines 1–10 including heading *Replace by*:

**Spare  
7.441**

UKHO [NP63-No 10-Wk 27/18]

# NP63

## Qatar – Outer approaches to Ra's Laffān — Directions; wreck

194

After Paragraph 7.466 1 line 3 *Insert*:

Clear of a dangerous wreck (26°47'·59N  
51°22'·24E), thence:

BA Chart 2886/18

[NP63-No 15-Wk 27/18]

## Qatar – Al Shaheen Oil Terminal — Restricted areas

195

Paragraph 7.467 3 lines 5–12 *Replace by*:

**Restricted areas** surround the terminal and the oil and gas fields; unauthorised navigation is prohibited within 1500 m of all SPMs and within 500 m of all offshore structures. See 7.6.

**Terminal.** The oilfield has numerous production platforms interconnected by submarine pipelines. The terminal comprises three SPMs and is capable of handling vessels up to 500 000 dwt.

Qatar Petroleum

[NP63-No 103-Wk 20/20]

## Qatar – Al Ruwais Port — Port information

195

After Paragraph 7.472 2 line 14 *Insert*:

### Al Ruwais 7.472a

- 1 **Position and function.** Al Ruwais (Ar Ru'ays) (26°08'·60N 51°12'·40E) is located SSW of Ra's Rakan (7.458). The port can handle vessels with a maximum draught of 4·8 m.

**Directions.** From the vicinity of a light buoy (safe water) (26°11'·50N 51°10'·16E), the track leads SE for about 2 miles through a channel marked by light buoys (lateral).

The track then continues to lead SE through Al Ruwais Channel, which is 100 m wide and has been dredged to 5·0 m.

- 2 **Anchorage.** Al Ruwais Port Anchorage, with depths from 6·0 to 9·0 m, is centred on 26°13'·01N 51°06'·05E.

**Berths.** There are a total of eight berths; largest is Berth No 1, which is 512 m in length with a depth alongside of 7·0 m.

Qatar Management Company Correspondence

[NP63-No 19-Wk 27/18]

## Qatar – Ra's Laffān — Limiting conditions; local weather

196

After Paragraph 7.478 1 line 3 *Insert*:

### Local weather and sea state 7.478a

- 1 At wind speeds of over 33 kn, berthing operations will be suspended in accordance with Ra's Laffān Port Regulations.

At wind speeds greater than 38 kn, unberthing operations will be suspended.

Rasgas CLLNG Terminal Regulations

[NP63-No 8-Wk 27/18]

## Qatar – Ra's Laffān — Outer anchorages

196

Paragraph 7.480 1 lines 4–7 *Replace by*:

...port. It is sub-divided into 50 anchor berths, in depths of 10 m to 25 m, spaced about 1 mile apart. The Port Authority should be contacted for berth allocation.

A non-hydrocarbon anchorage area for small vessels is centred on 25°52'·00N 51°42'·00E.

Paragraph 7.480 2 line 2 *For* 26°01'·70N 52°12'·35E  
*Read* 25°54'·58N 52°16'·70E

Ra's Laffān Port

[NP63-No 34-Wk 51/18]

## Bahrain – Outer approaches — Prohibited area

200

After Paragraph 8.14 2 *Insert*:

- 3 Navigation is prohibited within 5 miles of a dangerous wreck (26°37'·40N 50°58'·95E) which forms part of an underwater dive site.

Menas Notice 151/19

[NP63-No 69-Wk 29/19]

## Bahrain – Outer approaches — Prohibited area

200

After Paragraph 8.14 2 line(s) 6 including Existing Section IV Notice Week 29/19 *Insert*:

- 3 Navigation is prohibited within 5 miles of a dangerous wreck (26°35'·93N 50°58'·48E), which forms part of an underwater dive site.

MENAS 17/19

[NP63-No 80-Wk 41/19]

## Bahrain – Approaches to the Port of Bahrain — Prohibited area

200

Paragraph 8.14 1–2 including existing Section IV Notice Weeks 29/19 and 41/19 *Replace by*:

- 1 Anchoring and trawling is prohibited within 200 m of the Bahrain spur of the FOG (Fibre Optic Gulf) cable laid N from Mīnā al Manāmah to the vicinity of 26°21'·09N 50°32'·92E thence to the main run of the cable through the Persian Gulf.



2 Anchoring is also prohibited within 200 m of submarine cables, one leading initially NE from Juzur Amwaj (26°17'·51N 50°39'·87E) and several leading initially ENE from a spur close to the root of Khalifa Bin Salmān Port breakwater. See 1.36.

3 Navigation is prohibited within 2 miles of a dangerous wreck (26°35'·93N 50°58'·48E), which forms part of an underwater dive site; other submerged structures may lie within the area.

MENAS Notices 17/19, 18/19, 140/19, 151/19, 154/19 and 155/19; Correction Bahrain HO

[NP63-No 114-Wk 51/20]

#### **Bahrain - Bahrain approaches — Directions; wreck**

201

After Paragraph 8.18 2 line 2 *Insert*:

Clear of a dangerous wreck (26°47'·59N 51°22'·24E), thence:

BA Chart 2886/18

[NP63-No 12-Wk 27/18]

#### **Bahrain - Port of Bahrain — Anchorages**

202

Paragraphs 8.33 3-4 *Replace by*:

3 **Prohibited anchorages.** Anchoring is prohibited in the open roadstead SW of Sitrah Light Buoy (26°10'·45N 50°43'·35E). Within Khawr al Qulay'ah and Dawḥat al Quḍabīyah anchorage is prohibited in the restricted areas 8.35.

UKHO

[NP63-No 5-Wk 27/18]

#### **Bahrain - Port of Bahrain — Pilotage; obstruction**

202

Paragraph 8.34 1 *Replace by*:

1 Pilotage is compulsory for all vessels over 250 gt and available day and night; pilot boards in position 26°21'·30N 50°46'·21E or 26°10'·47N 50°44'·37E.

2 Pilotage is co-ordinated through Bahrain Port Control. Bahrain Pilots handle all vessels for Mina' Salmān (Khawr al Qulay'ah) and the BLNG, Bahrain Steel (BS), ALBA and BAPCO Terminals. ASRY pilots handle all vessels bound for the ship building and repair yard.

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

Bahrain Chart Correction 01/19

[NP63-No 55-Wk 13/19]

#### **Bahrain - Approaches to Port of Bahrain — Pilotage**

202

Paragraph 8.34 1 including existing Section IV Notice Week 13/19 *Replace by*:

1 Pilotage is compulsory for all vessels over 250 gt and available day and night; pilot boards in position 26°10'·47N 50°44'·37E. Bahrain LNG pilot station is situated at 26°20'·30N 50°46'·50E.

Bahrain Chart Correction 05/19

[NP63-No 58-Wk 14/19]

#### **Bahrain - Port of Bahrain — Restricted areas; submarine cable**

202

After Paragraph 8.35 2 line(s) 7 *Insert*:

An area in which anchoring is prohibited lies either side of a submarine cable extending generally NE, then N, from the Khalifa Bin Salmān Port breakwater.

Bahrain Chart Correction 02/19

[NP63-No 56-Wk 13/19]

#### **Bahrain - Port of Bahrain — Inner anchorages; berths**

204

Paragraph 8.45 1 line 1 including headings *Replace by*:

#### **Basins and berths**

##### **Anchorage and moorings**

##### **8.44a**

1 **Sitrah Inner Anchorage** (26°10'·70N 50°40'·80E) lies in the approaches to ASRY (8.48); the shipyard and Mīnā' Salmān Approach Light Buoy (26°10'·23N 50°40'·83E) mark its N and SW limits. Anchoring is only permitted on instruction of the Port Authority; any vessel using the anchorage is under 1 hour's notice of movement.

2 **Khawr al Qulay'ah.** Good anchorage, sheltered from the *shamāl*, may be obtained in H1 (26°12'·33N 50°38'·98E) to H5 anchorages within Khawr al Qulay'ah clear of the dredged channels and the shoal areas; see 8.28.

**Mīnā' Salman.** Anchorage may be obtained in M1 (26°11'·71N 50°37'·66E) to M4 anchorages, in depths of about 5 to 6 m.

##### **Alongside berths**

##### **8.45**

1 **Khalifa Bin Salmān Port** (KBSP) (26°11'·00N 50°43'·00E), also known as...

Bahrain Chart 1501/18

[NP63-No 6-Wk 27/18]

## NP63

### Mina' Salman - Khawr al Qulay'ah — Anchorage; wreck and buoy

204

Paragraph 8.44a 2 including Existing Section IV Notice Week 27/18 *Replace by:*

- 2 **Khawr al Qulay'ah.** Good anchorage, in depths of 5 m, sheltered from the *shamāl*, may be obtained in H1 (26°12'33N 50°38'98E) to H5 anchorages, within Khawr al Qulay'ah clear of the dredged channels and the shoal areas; see 8.28. Vessels should note South Khor Light Buoy (isolated danger) (26°11'90N 50°39'14E) and a dangerous wreck (26°12'25N 50°38'85E) when approaching the anchorage.

**Mīnā' Salmān.** Anchorage may be obtained in M1 (26°11'71N 50°37'66E) to M4 anchorages, in depths of about 5 to 6 m.

Middle East Navigation Aids Service Notice 1/19  
[NP63-No 46-Wk 11/19]

### Bahrain - Port of Bahrain — Berths

204

Paragraph 8.46 1 line 1 including heading *Replace by:*

**8.46**

- 1 **Gulf Industrial Investment Company (GIIC)**  
Jetty...

Paragraph 8.47 1 line 1 including heading *Replace by:*

**8.47**

- 1 **Arab Shipbuilding and Repair Yard (ASRY)...**  
UKHO [NP63-No 7-Wk 27/18]

### Bahrain - Outer approaches - Hayr Abū ath Thāmah — Name change

206

Paragraph 8.57 1 line 11 *For Hayr Abū ath Thāmah Read*  
Hayr Būlthāmah

MENAS Notice 05/20 [NP63-No 105-Wk 30/20]

### Bahrain - Outer approaches - Hayr Abū ath Thāmah — Name change

207

Paragraph 8.67 1 line 6 *For Hayr Abū ath Thāmah Read*  
Hayr Būlthāmah

MENAS Notice 05/20 [NP63-No 106-Wk 30/20]

### Saudi Arabia - Ra's al Ju'aymah — Directions; buoys; shoals

210

Paragraph 8.101 *Replace by:*

- 1 From the vicinity of Ra's al Ju'aymah Oil Terminal pilot boarding position (8.98) the track leads WSW, passing:

NNW of a detached shoal (26°57'24N 50°09'82E) with a depth of 11.3 m, thence:  
SSE of a 5.5 m shoal (26°59'60N 50°04'40E) and through to the oil terminal berths.

Paragraph 8.102 1 lines 1-3 *Replace by:*

- 1 From a position NW of the detached 11.3 m shoal (26°57'24N 50°09'82E) the track leads SSW to the anchorage, passing:

Paragraph 8.103 1 lines 7-8 *Replace by:*

WNW of the detached 11.3 m shoal (26°57'24N 50°09'82E), thence:

Paragraph 8.103 2 lines 1-9 *Replace by:*

- 2 ESE of J1 Light Beacon (black and white) (27°02'28N 50°07'88E) standing on the E side of a detached shoal, least depth 0.9 m, thence:

GB Chart 2883/19 [NP63-No 57-Wk 14/19]

### Saudi Arabia - Ad Dammām — Anchorages

211

Paragraph 8.118 1 lines 7-14 *Replace by:*

...8.76.

- 2 The Outer Anchorage (26°36'40N 50°17'00E) has depths of about 19 m and its use is restricted to vessels with a draught greater than 10.0 m. Vessels with an overall length of between 200 m and 350 m are required to use anchor berths designated A or B.
- 3 The Inner Holding Anchorage (26°32'70N 50°10'40E) has a dredged depth (2016) of 15 m and is entered from the W side of the channel in the vicinity of D 13 Light Buoy (starboard hand); the extent of the anchorage is marked by light buoys (special). Its use is restricted to vessels less than 10 m in draught and container vessels. Vessels with an overall length of between 200 m and 350 m are required to use anchor berths designated A, B, C or D.

BA Chart 3777/18 [NP63-No 35-Wk 02/19]

### Kuwait - Mīnā' Al-Zour — General information; port

223

*After* Paragraph 8.237 1 line 6 *Insert:*

Mīnā' Al-Zour Port (8.253a).

Kuwait Ministry of Communications  
[NP63-No 97-Wk 15/20]

### Kuwait - Mīnā' Al-Zour — Directions

225

Paragraph 8.248 3 line(s) 7 *Replace by:*

(*Directions continue, for Mīnā' Al-Zour Port at 8.253a, Mīnā' az Zawr at 8.254;...*)

Kuwait Ministry of Communications  
[NP63-No 98-Wk 15/20]

## Kuwait - Mīnā' Al-Zour — Port

225

After Paragraph 8.253 5 line(s) 9 Insert:

## MĪNĀ' AL ZOUR PORT

## General information

## Position and function

## 8.253a

- <sup>1</sup> The Kuwait Integrated Petroleum Industries Company (KIPIC) operated port is comprised of Sea Island (8.253l), and onshore facilities (28°42'·97N 48°24'·50E).

The onshore facility, situated on reclaimed land extending about 1 mile from the shore, imports LNG which is used to generate electricity.

- <sup>2</sup> Sea Island facilitates the refining of heavy crude to fuel oil, gasoline and high value products and recovery of sulphur for export.

## Port limits

## 8.253b

- <sup>1</sup> The port limits extend about 11½ miles generally ENE and ESE from the foot of the reclaimed land, encompassing the anchorage area and Sea Island.

## Port Authority

## 8.253c

- <sup>1</sup> Kuwait Integrated Petroleum Industries Company, Olympia Tower, Salem Al Mubarak Street, Salmiya.  
Website. [www.kipic.com.kw](http://www.kipic.com.kw)

## Limiting conditions

## Controlling depths

## 8.253d

- <sup>1</sup> The approach channel and berthing area of the onshore terminal have been dredged to a depth of 16 m.

## Tidal levels

## 8.253e

- <sup>1</sup> See 8.257.

## Arrival information

## Outer anchorage

## 8.253f

- <sup>1</sup> The outer anchorage is centred on 28°44'·46N 48°34'·16E, about 9 miles E of Ra's az Zawr; depths between 17 m and 23 m.

## Pilotage

## 8.253g

- <sup>1</sup> Pilots for Sea Island (8.253l) board in position 28°43'·00N 48°32'·60E. Pilots for the North Pier and LNG Berths board in position 28°44'·50N 48°29'·00E.

## Harbour

## General layout

## 8.253h

- <sup>1</sup> The onshore facilities are arranged around an LNG plant and storage facility built on reclaimed land. Three berths lie in a dredged basin NE and E of the reclamation. The North Pier (8.253l) is an L-shaped pier connected to the root of the reclamation by a long trestle. Two LNG berths (8.253l) lie at the head of the reclaimed land.

- <sup>2</sup> A boat harbour, for small craft, lies to the SW of the LNG plant.

Sea Island (8.253l) is comprised of a central service platform, connected to paired berths on either side. The terminal is NNW/SSE orientated.

## Tidal streams

## 8.253i

- <sup>1</sup> See 8.264.

## Directions for entering harbour

(continued from 8.248)

## Approaches

## 8.253j

- <sup>1</sup> From the vicinity of Aḥmadī Light Buoy (safe water) (28°56'·18N 48°53'·05E) (8.248) the track leads SW, passing:

SE of Mudayrah Reef (28°56'·21N 48°46'·26E) (8.267) and clear of the bank with a depth of 16·1 m extending SE from it, thence:

- <sup>2</sup> NW of S33 Light Beacon (N cardinal) (28°50'·24N 48°45'·85E), marking a 0·3 m shoal; Jazīrat Qārū (8.267), on which stands a light, lies 1½ miles SE. Thence:

Clear of a 16·9 m patch (28°46'·31N 48°36'·03E) which lies 6 miles NNW of Jazīrat Umm al Marādim (8.267).

- <sup>3</sup> The track then continues to lead SW to the anchorage area (8.253f).

From the anchorage the track leads W to the onshore facility pilot boarding position (8.253g) or leads S to Sea Island (28°41'·43N 48°33'·37E).

## Entrance channel

## 8.253k

- <sup>1</sup> From the vicinity of the pilot boarding station (8.253g), the track leads WSW through a channel, marked by buoys (lateral), and at night in the white sector of the light (28°43'·66N 48°24'·27E), to a position NE of the North Pier.

Thence the track leads SSW to the berths.

## Basins and berths

## Alongside berths

## 8.253l

- <sup>1</sup> **Sea Island** (28°41'·43N 48°33'·37E) consists of four berths. The N berths are Nos 41 and 42; the S berths are Nos 43 and 44. Depths about 19 m.

**North Pier** (28°43'·44N 48°24'·61E) consists of berth No 45 which is used for exporting sulphur pellets and coke via dedicated conveyor lines. Depth alongside 16 m.

**LNG Berth** Nos 47 and 48 (28°42'·97N 48°24'·50E); depth alongside 16 m.

Kuwait Ministry of Communications

[NP63-No 99-Wk 15/20]

## NP63

### Kuwait - Approaches to Khalij Al Kuwayt - Ra's al Qulay'ah Naval Base — Directions; beacon

225

Paragraph 8.253 1 lines 4–7 *Replace by:*

N of a coastal bank extending about 5 miles NNE of  
Ra's az Zawr (28°44'·60N 48°23'·70E), a low  
sandy point, thence:

MENAS Notice 9/20

[NP63-No 111-Wk 45/20]

### Kuwait - Mīnā' az Zawr — Development

226

Paragraph 8.263 including heading *Replace by:*

**Spare**  
**8.263**

Kuwait Ministry of Communications

[NP63-No 100-Wk 15/20]

### Kuwait - Approaches to Khalij Al Kuwayt - Mīnā' az Zawr — Directions; beacon

226

Paragraph 8.267 4 lines 2–3 *Delete*

MENAS Notice 9/20

[NP63-No 112-Wk 45/20]

### Kuwait - Mīnā' 'abd Allāh — Restricted area

227

*After Paragraph 8.283 1 line 13 Insert:*

- 2 **Restricted area.** Mīnā' 'abd Allāh Sea Island Terminal lies within a restricted area, marked by light buoys (special), in which navigation is only permitted with prior permission. The light buoys are prefixed by **S**.

MENAS Notice 20/19

[NP63-No 81-Wk 47/19]

### Kuwait - Mīnā' ash Shu'aybah — Restricted area

229

*After Paragraph 8.301 1 line 1 Insert:*

**Restricted area.** Mīnā' ash Shu'aybah terminals lie within a restricted area, marked by light buoys (special), in which navigation is only permitted with prior permission. The light buoys are prefixed by **S**.

MENAS Notice 20/19

[NP63-No 82-Wk 47/19]

### Kuwait - Mīnā' al Aḥmadī — Light buoys

230

Paragraph 8.323 1 lines 3–6 *Replace by:*

...including SPMs, lie within a restricted area, marked by light buoys (special) which are prefixed by **S**. Navigation is only permitted to vessels under compulsory pilotage and with prior permission. All other vessels shall use the appropriate TSS. Anchoring and fishing are prohibited.

MENAS Notice 20/19

[NP63-No 83-Wk 47/19]

### Kuwait - Mīnā' ash Shuwaykh - Al Hishan — Vertical clearance

232

*After Paragraph 8.345 1 line 6 Insert:*

#### **Vertical clearance** **8.345a**

- 1 **Doha Link Causeway.** The Doha Link Causeway (29°22'·18N 47°52'·42E), with a vertical clearance of 13 m, spans Al Hishan (8.373) between Al 'Akāz (8.361) and the Ra's ad Dawḥah peninsula (8.342). It has a width of 50 m with the central span marked by lights.

Kuwaiti Notice 7/19

[NP63-No 64-Wk 21/19]

### Kuwait - Khalij al Kuwayt — Vertical clearance; horizontal clearance

232

*After Paragraph 8.345 1 line 6 including existing Section IV Notice Week 21/19 Insert:*

#### **Vertical clearance** **8.345a**

- 1 **Doha Link Causeway** (29°22'·18N 47°52'·42E), with a vertical clearance of 12 m, spans Al Hishan (8.373) between Al 'Akāz (8.361) and the Ra's ad Dawḥah peninsula (8.342).

- 2 **Sheikh Jaber Al-Ahmad Al-Sabah Causeway** (29°28'·27N 47°59'·70E), vertical clearance of 23 m, reported (2019), spans Khalij al Kuwayt (8.341) between Al 'Akāz (8.361) and a position about 7¾ miles WNW of Ra's Al Ḥīmārah (29°30'·77N 48°09'·90E).

#### **Horizontal clearance** **8.345b**

- 1 The central span of Doha Link Causeway, marked by lights, is 50 m in width.

The channel under the Sheikh Jaber Al-Ahmad Al-Sabah causeway is about 120 m wide, reported (2019).

UKHO

[NP63-No 92-Wk 09/20]

### Kuwait - Khalij al Kuwayt - Mina ad Dawḥah — Vertical clearance

232

Paragraph 8.345 1 line 6 including existing Section IV Notice Week 9/20 *Replace by:*

...information.



**Vertical clearance****8.345a**

<sup>1</sup> **Doha Link Causeway** (29°22'·18N 47°52'·42E), with a vertical clearance of 12 m, spans Al Hishan (8.373) between Al 'Akāz (8.361) and the Ra's ad Dawḥah peninsula (8.342).

<sup>2</sup> **Sheikh Jaber Al-Ahmad Al-Sabah Causeway** (29°28'·27N 47°59'·70E), vertical clearance of 22 m, spans Khalij al Kuwait (8.341) between Al 'Akāz (8.361) and a position about 7¼ miles WNW of Ra's Al Ḥīmārah (29°30'·77N 48°09'·90E).

Correspondence UKHO [NP63-No 101-Wk 19/20]

**Kuwait - Khalij al Kuwait — Anchorage; wreck****232**

Paragraph 8.349 <sup>1</sup> line(s) 6 *Replace by:*

...danger), is moored close W. A dangerous wreck (29°25'·51N 47°58'·75E) lies on the SE limit of the anchorage.

GB Chart 1214/20 [NP63-No 93-Wk 09/20]

**Kuwait - Al Kuwait Harbour — Wreck****232**

Paragraph 8.349 <sup>2</sup> line 5 *Replace by:*

...light buoy (S cardinal) is moored close E. A stranded wreck (isolated danger), marked by a light, lies in the N part of the anchorage.

BA Chart 1214 03/18 [NP63-No 20-Wk 32/18]

**Kuwait - Khalij al Kuwait — Development****233**

*After Paragraph 8.355 <sup>1</sup> line 7 Insert:*

<sup>2</sup> The Sheikh Jaber Bridge has been opened on the NNE causeway, between 29°26'·04N 47°57'·82E and 29°25'·98N 47°57'·77E, vertical clearance unknown. The waterway below the bridge is marked by light buoys (lateral); an arch pylon stands in the middle of the waterway.

Kuwait Notice 05/18; mainlink.sheikhjabercauseway.com  
[NP63-No 13-Wk 27/18]

**Kuwait - Khalij al Kuwait — Development****233**

Paragraph 8.355 including heading and existing Section IV Notice Week 27/18 *Replace by:*

**Spare  
8.355**

GB Chart 1214/20 [NP63-No 94-Wk 09/20]

**Kuwait - Khalij Al Kuwait - Mīnā' ash Shuwaykh — Directions; wrecks; buoys****234**

Paragraph 8.360 <sup>4</sup> lines 2–4 *Replace by:*

SSW of a wreck (29°15'·07N 48°13'·55E) with a least depth of 8·5 m, thence:

Paragraph 8.360 <sup>5</sup> lines 1–2 *Replace by:*

<sup>5</sup> WSW of a wreck (29°19'·25N 48°12'·83E), thence:

Paragraph 8.360 <sup>7</sup> lines 1–7 *Replace by:*

<sup>7</sup> SW of wrecks (29°24'·65N 48°09'·21E); a buoy (isolated danger) is moored about 2½ miles E marking a dangerous wreck. Thence NE of a coastal bank (29°22'·22N 48°05'·50E) thence:

MENAS Notice 9/20 [NP63-No 113-Wk 45/20]

**Kuwait - Mīnā' ash Shuwaykh — Directions****234**

*After Paragraph 8.361 <sup>1</sup> line 5 Insert:*

**Caution:** An obstruction (29°24'·86N 47°58'·90E) and an underwater rock (29°24'·84N 47°58'·84E) lie close NW of the leading line, outside of the dredged area.

SHOM Correspondence [NP63-No 14-Wk 27/18]

**Kuwait - Khalij al Kuwait - Mīnā' ad Dawḥah — Approach and entry; vertical and horizontal clearances****235**

Paragraph 8.368 <sup>1</sup> line(s) 5–12 *Delete*

Paragraph 8.369 <sup>1</sup> *Replace by:*

<sup>1</sup> **Vertical clearance.** See 8.345a.  
**Horizontal clearance.** See 8.345b.  
**Tidal levels.** Mean maximum range about 2·8 m; mean minimum range about 1·3 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

UKHO [NP63-No 95-Wk 09/20]

**Kuwait - Khalij al Kuwait - Mīnā' ad Dawḥah — Prohibited area****235**

Paragraph 8.370 <sup>1</sup> line(s) 11–13 *Delete*

Correspondence Kuwait Ministry of Communications  
[NP63-No 91-Wk 02/20]

# NP63

## Kuwait - Khalij al Kuwait - Minā' ad Dawḥah — Directions

235

Paragraph 8.371 3-5 *Replace by:*

- 3 **Entry.** From the vicinity of the Minā' ash Shuwaykh; pilot station (29°25'·61N 47°59'·69E), the track leads WNW, passing:  
Under the navigable span, marked by light buoys (lateral), of Sheikh Jaber Al-Ahmad Al-Sabah Causeway (8.345a).
- 4 Thence the track leads WSW through a fairway marked by light buoys (lateral), passing:  
NNW of Ra's 'Ushayriq Light Buoy (29°25'·17N 47°55'·47E), thence:  
Clear of the 3·6 m shoal patch (existence doubtful) (29°25'·26N 47°53'·87E), 5 cables NE of No 1 Light Buoy (port hand), thence:  
NNW of a 0·7 m dangerous rocky shoal (29°24'·32N 47°49'·89E) marked by No 3 Light Buoy (port hand). A fishing harbour (29°23'·50N 47°50'·00E) is situated at the outer end of a causeway close NW of Ra's ad Dawḥah. Thence:  
NNW of No 4 Light Buoy, marking Qiṭ'atayn 'Ushayriq (29°24'·06N 47°48'·98E) a drying reef, thence:  
NNW of Qiṭ'at Abū Ṭalḥah (29°23'·82N 47°48'·38E), a dangerous shoal.
- 5 Thence the track leads SSW, passing:  
ESE of a rock (29°23'·44N 47°47'·88E) on the W side of the fairway, least depth 1·1 m; No 7 Light Buoy (starboard hand) is moored close E. Thence:  
Between the outer protective breakwaters from which lights (lateral) are exhibited.

GB Chart 1214/20

[NP63-No 96-Wk 09/20]

## Iraq - Approaches to Khawr 'Abd Allāh — Security zones

243

*After Paragraph 9.51 2 line 14 Insert:*

### Security Zones

#### 9.51a

- 1 Security Zones, into which entry is restricted, extend in all directions from the outer edges of the following:  
3000 m around the Khawr al Amaya Terminal (29°46'·95N 48°48'·51E) (9.57) structures.  
4000 m around the Al Başrah Oil Terminal (29°40'·98N 48°48'·43E) (9.72) structures.  
2000 m around SPM 3 (9.69).
- 2 Only tankers and vessels authorised by the terminal operators or Iraqi Security Forces are allowed to enter these Security Zones.

Correspondence UKHO 02/19

[NP63-No 40-Wk 10/19]

## Iraq - Approaches to Khawr 'Abd Allāh — Security zones

245

Paragraph 9.59 1 line 7 *For above Read below*

*After Paragraph 9.59 1 line 15 Insert:*

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

Paragraph 9.59 2-3 *Replace by:*

- 2 **Security Zone.** A Security Zone extends 3000 m from the outer edges of the Khawr al Amaya Terminal structures in all directions. See 9.51a for details.

Correspondence UKHO 02/19

[NP63-No 41-Wk 10/19]

## Iraq - Approaches to Khawr 'Abd Allāh — Security zones

245

Paragraph 9.65 1 lines 4-6 *Replace by:*

**Security Zones.** See 9.51a.

Correspondence UKHO 02/19

[NP63-No 42-Wk 10/19]

## Iraq - Approaches to Khawr 'Abd Allāh — Security zones

247

Paragraph 9.69 3 line 3 *Replace by:*

Clear of the Security Zone surrounding SPM 3 (29°38'·30N 48°51'·50E), thence:

Correspondence UKHO 02/19

[NP63-No 43-Wk 10/19]

## Iraq - Khawr 'Abd Allāh — Pilotage

247

Paragraph 9.70 1 line(s) 5-6 *Replace by:*

...or continue farther NW to Khawr 'Abd Allāh pilot boarding position (29°44'·13N 48°37'·98E). A 7·7 m...

GB Chart 1235

[NP63-No 59-Wk 19/19]

## Iraq - Approaches to Al Başrah Oil Terminal — STS anchorage

247

*After Paragraph 9.74 2 line 13 Insert:*

Three ship-to-ship transfer anchorages lie in the following positions:

29°13'·00N 49°04'·00E,  
29°39'·60N 48°42'·85E,  
29°40'·49N 48°42'·47E.

UKHO

[NP63-No 70-Wk 29/19]

**Iraq - Approaches to Khawr 'Abd Allāh —  
Directions; security zones**

247

Paragraph 9.74 3 line 11 *Replace by:*

**Security Zones.** A Security Zone extends 4000 m from the outer edges of the Al Baṣrah Terminal structures in all directions.

A Security Zone extends 2000 m around SPM 3. See 9.51a.

Correspondence UKHO 02/19

[NP63-No 44-Wk 10/19]

**Iran - Shaṭṭ al 'Arab - Ābādān — Anchorages**

255

Paragraph 9.122 1 line 1 including heading *Replace by:*

**Outer anchorages**

**9.122**

- 1 Anchorage for Khorramshahr (9.133) and Ābādān ports may be obtained in an area centred on 29°49'49N 48°50'54E. Depths range from 5 to 20 m. Ābādān lower anchorage is situated below the Port...

Iranian Notice 10/S/20

[NP63-No 109-Wk 42/20]

**Iran - Shaṭṭ al 'Arab - Ābādān — Anchorages**

256

Paragraph 9.139 1 line 1 including heading *Replace by:*

**Outer anchorages**

**9.139**

- 1 Anchorage for Khorramshahr and Ābādān (9.115) ports in an area centred on 29°49'49N 48°50'54E. Depths range from 5 to 20 m. Anchorage for up to five vessels may be obtained...

Iranian Notice 10/S/20

[NP63-No 110-Wk 42/20]

**Iraq - Khawr 'Abd Allāh — Pilotage**

258

Paragraph 9.174 1 line(s) 2-4 *Replace by:*

...vessels; river pilots board in position 29°44'13N 48°37'98E, in the vicinity of No 5 Light Buoy. Harbour pilots board in position...

GB Chart 1235

[NP63-No 60-Wk 19/19]

**Iraq - Khawr 'Abd Allāh — Pilotage**

260

Paragraph 9.194 1 line 3 *For* 29°41'00N 48°46'00E *Read* 29°44'13N 48°37'98E

GB Chart 1235

[NP63-No 61-Wk 19/19]

**NP64 Red Sea and Gulf of Aden Pilot  
(2018 Edition)**

**Red Sea, Gulf of Aden and Arabian Sea — Piracy**

2

Paragraph 1.6 2-4 *Replace by:*

- 2 The UKMTO (United Kingdom Maritime Trade Operations) has established a designated Voluntary Reporting Area (VRA) covering all the waters of Red Sea, Gulf of Oman, Arabian Sea and Indian Ocean S of Suez and Straits of Hormuz to 10°S and 78°E.

The High Risk Area (HRA) is an area within the UKMTO VRA where it is considered there is a higher risk of piracy and within which self-protective measures are most likely to be required. The high risk area is bounded by:

- 3 Parallel 15°N in the Red Sea.  
The territorial waters off the coast of E Africa at latitude 05°S. Then to positions:  
00°00'00N 55°00'00E.  
10°00'00N 60°00'00E.  
14°00'00N 60°00'00E.

Then a bearing 310° to the territorial waters of the Arabian Peninsula.

- 4 The HRA does not infringe on the territorial waters of any state except for Somalia.

For further information, see *The Mariner's Handbook*.

Paragraph 1.7 1 line(s) 2-3 *Replace by:*

...plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6099, Q6111 and *The Mariner's Handbook*. A list of anti-piracy contacts...

After Paragraph 1.7 2 line(s) 4 *Insert:*

**Reporting**

**1.7a**

- 1 Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of the current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website [www.icc-ccs.org](http://www.icc-ccs.org).

- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially to:

IMB Piracy Reporting Centre

Tel: +60 3 2078 5763 / +60 3 2031 0014

E-mail: [imbkl@icc-css.org](mailto:imbkl@icc-css.org) / [piracy@icc-css.org](mailto:piracy@icc-css.org)

For further information, see *ADMIRALTY List of Radio Signals Volume 1* and *The Mariner's Handbook*.

GB Chart Q6099

[NP64-No 8-Wk 20/19]

**Egypt - Suez Canal - Waiting Area —  
Obstruction**

62

After Paragraph 2.7 4 line 7 *Insert:*

**Caution.** An obstruction (29°51'96N 32°33'80E) lies within the designated anchor berth E1.

ENC EG5EGR11

[NP64-No 21-Wk 22/20]

# NP64

## Egypt - Gulf of Suez - Râs Ghârib — Prohibited area

98

After Paragraph 3.110 3 line 10 *Insert*:

### Traffic regulations

#### 3.110a

- 1 **Prohibited area.** Anchoring and trawling are prohibited within a cable and pipeline area bound by the following positions:

28°19'·00N 33°06'·77E;  
28°19'·00N 33°27'·50E;  
28°02'·00N 33°38'·00E;  
28°00'·66N 33°26'·44E.

- 2 Entry, anchoring, fishing and trawling are prohibited in an area between the SG300 oil production platform (28°18'·57N 33°09'·13E) and the shore.

**Restricted area.** See 3.15

Egyptian Navy Hydrographic Department

[NP64-No 20-Wk 11/20]

## Egypt - Red Sea - Barnîs — Directions; buoyage; recommended route

124-125

Paragraph 5.16 1-3 *Replace by*:

- 1 **Position and function.** Barnîs (Berenice) (23°56'·37N 35°29'·46E) is a small port and naval base in the NW corner of Foul Bay, with dry bulk facilities.

**Development.** Works are in progress (2018) for the construction of new berths in the vicinity of 23°56'·38N 35°34'·40E.

- 2 **Directions.** (*continued from 5.14*) From a position ENE of Jazîrat Mukawwa' (5.14), the recommended route leads SW to a position about 2 miles SE of Jazîrat Mukawwa'. The track then leads initially NW for about 2¾ miles through the Middle Channel, passing:

NE of Horseshoe Reef (23°48'·73N 35°47'·59E).  
Endeavor Rock (23°48'·71N 35°48'·19E) lies  
2 cables NE of the reef:

- 3 From a position W of the S extremity of Jazîrat Mukawwa' the tracks leads W for about 4½ miles to a position onto the alignment of Farida Point Leading Lights, passing:

S of the coral reef extending up to 3¾ miles SE of  
Ra's Banâs (4.14)

#### Farida Point Leading Lights:

Front light (white metal tower, green stripes)  
(23°56'·02N 35°35'·05E).

Rear light (similar structure) (2¼ cables from front light).

- 4 The alignment (314°) of these lights leads NW for about 5½ miles passing:

NE of a 9·7 m isolated shoal (23°50'·65N  
35°40'·56E), marked by a light buoy (isolated  
danger), thence:

Close NE of a shoal (23°53'·06N 35°38'·00E) with  
depths less than 5 m and marked by a light buoy  
(port hand), and:

SW of a 5·5 m isolated shoal (23°53'·89N  
35°39'·24E)

- 5 From a position about 3 miles from Farida Point front light the recommended route continues WNW and then W to a position onto the alignment of Inner Port Leading Lights, passing:

SSW of a rocky patch (23°55'·46N 35°34'·94E)  
marked by a light buoy (S cardinal), and:

NNE and N of an extensive coral reef, thence:

S of the sand and coral spit extending 3½ miles SW  
from the shore close NE of an area under  
development (2018).

- 6 **Inner Port Leading Lights:**

Front light (white triangle daymark, apex up, on metal  
tower) (23°56'·47N 35°29'·40E).

Rear light (white triangle daymark, apex down,  
similar structure) (1 cable from front light).

The alignment (316°) of these lights leads NW to  
the berth, passing:

- 7 SW of Sandy Light Beacon (23°55'·50N  
35°30'·56E), marking the SW extremity of the  
coral spit above, thence:

SW of Khour El-Wadi reef, marked by a light beacon  
(metal tower) (23°56'·17N 35°29'·83E), and:

NE of two shoal patches (23°56'·00N 35°29'·80E and  
23°56'·12N 35°29'·48E), the latter marked by a  
light buoy (port hand).

- 8 **Caution.** Mariners should navigate with caution  
when approaching Barnîs, as numerous  
uncharted coral heads exist within the area. It  
is also reported that aids to navigation may  
be unreliable.

**Anchorage** can be obtained with depths reported  
from 22 m, about 1 mile SE of Barnîs. A second  
anchorage with depths reported from 12 m is found  
3½ cables E of the berth.

- 9 **Berth.** The terminal consists of a single quay, about  
300 m in length, connected to the shore by a bridge.  
Depths alongside are reported to be from 2 to 10 m.

ENC EG4EGR18

[NP64-No 6-Wk 02/19]

## Red Sea - Egypt - Approaches to Safaga — Directions

127

After Paragraph 5.36 5 line 9 *Insert*:

The track then leads to a position about 4 cables  
SW of El Morewood Light Beacon.

- 6 **Middle Channel.** From a position about 11 miles  
ESE of Ra's Abū Sawmah Light (5.10) the  
recommended track leads about 10 miles WSW  
passing:

SSE of Panorama Reef (26°45'·34N 34°04'·75E),  
thence:

NNW of Middle Reef (26°42'·35N 34°05'·92E) (5.12),  
thence:

NNW of Fellowes Rocks (26°41'·87N 34°03'·87E)

- 7 Thence the track continues WSW to a position  
about 1 mile ESE of El Morewood Light Beacon  
(26°42'·07N 33°59'·76E). The track then leads W,  
keeping at a distance of not less than 3 cables from  
El Morewood Light Beacon, to a position about  
4 cables SW of El Morewood Light Beacon.

ENC EG4RGR17 (1.001)

[NP64-No 18-Wk 52/19]



**Egypt - Red Sea - Safaga — Directions; lights**

127

*After Paragraph 5.37 1 line 5 Insert:*

**Caution.** The leading lights were reported as out of alignment (2018).

H102 HMS Bangor/18

[NP64-No 5-Wk 37/18]

**Sudan - Port Sudan — Cautionary area**

139

*After Paragraph 6.44 1 line 6 Insert:*

**Cautionary area.** Vessels are advised not to enter an area extending about 1 mile SE, 6 cables SW, 1½ miles NW and 2 miles NE of a dangerous wreck (19°37'·14N 37°16'·74E), owing to the existence of explosives within the wreck.

Sudan Sea Ports Corporation

[NP64-No 2-Wk 30/18]

**Sudan - Port Sudan — Directions; wreck**

140

*Paragraph 6.52 2 line 10 Replace by:*

SSE of a dangerous wreck and cautionary area (6.44), thence:

To the pilot boarding position.

Sudan Sea Ports Corporation

[NP64-No 3-Wk 30/18]

**Saudi Arabia - Jeddah —  
Arrival information; anchorage**

236

*Paragraph 9.221 1 line(s) 6-9 Replace by:*

A dangerous area (21°27'·41N 39°08'·49E) lies in the NW part of the anchorage. An obstruction (21°27'·09N 39°08'·66E) lies near the centre of the anchorage. Shoals, with least depths from 8 to 9 m, lie on the E side of the N part of the anchorage.

GB Chart 2577

[NP64-No 11-Wk 28/19]

**Saudi Arabia - Abu Kulūr Reef to Oreste Point —  
Offshore passage; directions; buoy**

250

*Paragraph 10.45 including heading Replace by:*

**Spare  
10.45**

GB Chart 15/19

[NP64-No 12-Wk 36/19]

**Saudi Arabia - Abu Kulūr Reef to Oreste Point —  
Offshore passage; directions; buoy**

251

*Paragraph 10.47 2 line(s) 1-2 Replace by:*

- 2 WSW of No 101 Light Buoy (safe water)  
(16°56'·77N 41°17'·37E) which is moored...

GB Chart 15/19

[NP64-No 13-Wk 36/19]

**Saudi Arabia - Farasān Bank - Southern part -  
Inner Channel - middle part —  
Directions; caution**

252

*Paragraph 10.57 including heading Replace by:***Caution  
10.57**

- 1 Mariners should be aware that uncharted shoals may exist along this section of the Inner Channel. See both the caution regarding depths and also the Source Diagram on Chart 15.

GB Chart 15/19

[NP64-No 14-Wk 36/19]

**Saudi Arabia - Red Sea - Jazā'ir Farasān group  
— Farasān — Port information**

255

*After Paragraph 10.75 Insert:***Port of Farasān  
10.75a**

- 1 **Position and function.** The Port of Farasān (16°45'·00N 42°10'·00E) is situated on the E side of Farasān al Kabīr. It serves as a terminal for a ferry service from Jizan and supports fishing and tourism.

**Depths.** The channel has been dredged to 9 m (2018).

**Harbour.** The port lies inside the reefs and is further sheltered by a breakwater to the E.

- 2 **Directions.** The port is approached from the NW through the Jīzān Northern Approach Route (10.111). From a position about 6 miles WSW of Sha'īrah (17°02'·54N 42°18'·20E) the track leads S, passing:  
W of Abu Shuqar Bank (16°53'·27N 42°16'·98E),  
thence:

E of Abulad Islands (16°47'·92N 42°11'·60E),  
thence:

To the fairway light buoy (16°47'·67N 42°14'·22E).

The track then leads WSW through a channel, marked by light buoys and light beacons (lateral), and thence S through another channel into the port.

- 3 **Berths.** The commercial quay is 504 m long and can accommodate ships up to 15 000 DWT. There are also ferry terminals in the harbour and berths, 711 m long, for the Coast guard. Two fishing harbours lie to the W of the commercial berths.

**Port services.** Unknown. Jizan (10.99), ENE of the Port of Farasān, is the main port.

Saudi Ports Authority Notice A-389/19

[NP64-No 7-Wk 17/19]

# NP64

## Saudi Arabia - Jizān and approaches — Approach; buoy

259

Paragraph 10.102 *1 Replace by:*

- 1 From a position about 10 miles SSW of No 101 Light Buoy (safe water) (16°56'·77N 41°17'·37E) the route leads initially NNE, for about 24 miles, to a position NW of No 108 Light Buoy (10.113), thence ENE, for about 22 miles, to a position NE of No 112 Light Buoy (10.114), thence SE and ESE, for about 48 miles to a position NNE of Hibar (10.115).

GB Chart 15/19

[NP64-No 15-Wk 36/19]

## Saudi Arabia - Jizān and approaches — Directions; buoy

259

Paragraph 10.110 *1 line(s) 2 Delete*

GB Chart 15/19

[NP64-No 16-Wk 36/19]

## Saudi Arabia - Jizān and approaches — Directions; track

260-261

Paragraph 10.113 *Replace by:*

- 1 **Track.** From a position about 10 miles SSW of No 101 Light Buoy (safe water) (16°56'·77N 41°17'·37E) the track leads initially NNE, through a channel marked by light buoys (lateral and cardinal), passing:
- Clear of No 101 Light Buoy (10.47) which marks the outer end of Jizān Northern Approach Route, thence:
- 2 Clear a shoal (16°59'·72N 41°19'·28E), marked by No 104 Light Buoy (isolated danger), thence:
- WNW of a shoal (17°05'·93N 41°24'·38E) by N4 Light Buoy (S cardinal).
- 3 Thence, from the vicinity of 17°09'·40N 41°23'·40E, NW of a shoal (17°08'·41N 41°24'·40E) marked by No 108 Light Buoy (starboard hand), the track leads ENE, through a channel marked by light buoys (lateral and cardinal), passing:
- SSE of an isolated 11 m shoal (17°13'·33N 41°28'·81E), reported 1983, thence:
- 4 SSE of a dangerous rock (17°14'·73N 41°33'·20E), marked by No 111 Light Buoy (port hand), and:
- NNW of a shoal (17°13'·41N 41°34'·65E), marked by No 110 Light Buoy (starboard hand), thence:
- 5 SSE of No 2 Middle Light Beacon (red daymark) (17°16'·83N 41°33'·45E) which stands within an area of shoal water. A detached 5·5 m shoal, position approximate, lies 8 cables SE of the light. Thence:
- SSE of a dangerous rock (17°18'·32N 41°38'·50E), and:
- NNW of a 5·8 m shoal (17°14'·80N 41°40'·50E), thence:
- SSE of an 8·7 m shoal area (17°19'·27N 41°38'·72E).

Paragraph 10.114 *Replace by:*

- 1 The track rounds No 112 Light Buoy (N cardinal) (17°17'·41N 41°42'·37E) and leads SE through a channel, marked by light buoys (lateral and cardinal), passing:
- NE of No 112 Light Buoy moored about 1¾ miles NW of a 6·6 m shoal (17°15'·95N 41°43'·72E), which lies at the NE end of a line of dangerous rocks and shoals which lie along the SW side of the fairway, and:
- 2 SW of a detached 8·7 m shoal (17°20'·00N 41°46'·24E), which lies between two larger areas of shoal water, thence:
- NE of a detached shoal area (17°13'·50N 41°46'·82E), depth unknown, through which it is considered dangerous to navigate, thence:
- SW of a detached 9·1 m shoal (17°13'·29N 41°54'·21E), position approximate, thence:
- 3 Clear of No 115 Light Buoy (safe water) (17°10'·45N 41°53'·64E), thence:
- NE of 'Akbaḡ (17°05'·00N 41°55'·30E) (10.81) and the chain of reefs and small islets which extend about 7 miles SE, thence:

Paragraph 10.115 *1-4 Replace by:*

- 1 SW of North Ghurāb (17°06'·32N 42°03'·97E), a small islet surrounded by a reef. No 117 Light Buoy (starboard hand) is moored about 2 cables SW of the island. Thence:
- SW of the No 120 Light Buoy (S cardinal) (17°04'·60N 42°07'·50E), marking the SE end of the shoal bank on which stands North Ghurāb.
- 2 Thence the track leads ESE to the start of the Jizān Approach Channel, passing:
- NNE of a shoal patch (16°59'·10N 42°08'·40E), marked at its NW extremity by No 119 Light Buoy (starboard hand), thence:
- 3 SSW of the detached 3·5m shoal bank (17°03'·63N 42°14'·03E), which lies between Sha'īrah and North Ghurāb, thence:
- SSW of Sha'īrah (17°02'·54N 42°18'·20E), a small islet, thence:
- 4 NNE of Abū Shuqar (16°55'·44N 42°17'·41E), the NE-most islet on Abū Shuqar Bank, thence:

GB Chart 15/19

[NP64-No 17-Wk 36/19]

## Oman - Port Salalah — Anchorages; pilotage

310

Paragraph 13.36 *Replace by:*

- 1 Six designated anchorage areas have been established:
- Contingency Anchorage (16°56'·25N 54°03'·00E); for any vessel in case of emergency.
- Anchorage A (16°55'·50N 54°03'·00E); for small vessels awaiting a berth.
- Anchorage B (16°54'·50N 54°03'·00E); for vessels requiring offshore services.
- 2 Anchorage C (16°54'·50N 54°01'·00E); for vessels carrying hazardous cargo and STS operations.
- Anchorage D (16°55'·00N 54°04'·75E); for large vessels awaiting a berth.
- North Anchorage (16°57'·50N 54°01'·50E); shelter for vessels with maximum draught 9 m and LOA not exceeding 150 m.

- 3 Depths within southern anchorage areas vary from about 23 to 42 m, while North anchorage has depths from 10 to 16 m; the anchorage is reported to have good holding except during the SW monsoon, when STS operations and boat services are suspended; the anchorages are exposed and dragging has been experienced.

Generally good anchorage may be obtained, about 8 cables off the coast, between Mīnā Raysūt (16°56'32N 53°59'84E) and Ra's Mirbāt (13.17) in depths from 10 to 13 m. There is usually surf breaking along this beach even in calm weather.

Paragraph 13.37 *Replace by:*

- 1 Compulsory for vessels over 200 gt; pilots are available 24 hours. Pilots embark in position 16°56'80N 54°09'60E from a tug or launch.

Omani Notices 5/12/18 & 6/16/18

[NP64-No 1-Wk 30/18]

#### Oman - Port Salalah — Pilotage

310

Paragraph 13.37 1 line(s) 1–3 including Existing Section IV Notice Week 30/18 *Replace by:*

- 1 Compulsory for vessels over 200 gt; pilots are available 24 hours. Pilots embark in position 16°56'80N 54°05'00E from a tug or launch.

GB Chart 2896/19

[NP64-No 9-Wk 22/19]

#### Oman - Gulf of Masirah - Ad Duqm Port — Pilotage

317

Paragraph 13.95 2 line(s) 1–8 *Replace by:*

- 2 **Pilotage** is compulsory for vessels over 200 gt and is available 24 hours. Pilots board vessels with a draught of more than 8.5 m in position 19°42'50N 57°50'00E, about 1 mile ESE of the Fairway Light Buoy (safe water). Vessels with a lesser draught are boarded 2½ miles ENE of the breakwater, in position 19°42'25N 57°46'30E.

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

Omani Notice 4/08/19

[NP64-No 10-Wk 22/19]

#### Djibouti - Djibouti Port — Anchorages

332

Paragraph 14.61 1 lines 1–4 *Replace by:*

- 1 A waiting anchorage (11°37'84N 43°06'99E) is situated S of Banc du Pingouin (11°38'40N 43°06'90E).

French Notice 24/168/18

[NP64-No 4-Wk 30/18]

#### Djibouti – Djibouti Port — Directions; wreck

334

After Paragraph 14.73 4 line 7 *Insert:*

E of a wreck (11°38'04N 43°07'47E), thence:

French Notice 50/195/19

[NP64-No 19-Wk 04/20]

#### Somalia - Gulf of Aden - Berbera — Directions

341

Paragraph 14.113 including heading *Replace by:*

#### Entrance channel

14.113

- 1 From the fair weather pilot boarding position, the track to the inner harbour leads generally E to the leading line, passing S of Raastamar (14.102) and N of a platform (10°25'91N 44°58'78E) and associated moorings.

After Paragraph 14.114 2 line 2 *Insert:*

NNW of a 7.4 m depth about 1¼ cables WNW of the Oil Terminal pier, thence:

Paragraph 14.114 2 lines 9–10 *Replace by:*

**Caution.** The alignment of the leading lights leads very close to the moorings off the platform, across the 10 m contour, and close NNE of the moorings at the Oil Terminal.

It was reported that the leading lights may be unlit at times and the marks on the leading lights were difficult to distinguish by day.

Berbera Port

[NP64-No 22-Wk 23/20]

#### NP65 St Lawrence Pilot (2020 Edition)

#### Québec - Chenal du Vieux Fort — Directions; lights; light sector

77

Paragraph 3.27 2 lines 5–9 *Replace by:*

- 3 The track then leads NNE in the white sector (010°–012°) of Chenal du Vieux Fort Light (red and white rectangle daymark, on square framework tower) (51°23'86N 57°48'22W), passing:

Paragraph 3.27 3 lines 1–5 *Delete*

Canadian E Notice 12/4970/19 [NP65-No 1-Wk 06/20]

#### Québec - Détroit de Jacques-Cartier - Île à la Chasse — Directions; shoal

90

After Paragraph 4.49 1 line 10 *Insert:*

S of an isolated rocky shoal (50°11'19N 63°09'73W), depth 4 m, thence:

Canadian E Notice 12/4456/19

[NP65-No 2-Wk 06/20]

## NP65

### Gulf of St Lawrence - Îles de la Madeleine - Havre de la Grande Entrée — Directions; light buoys; leading lights

127

Paragraph 6.35 1-3 *Replace by:*

- 1 **Entrance channel.** Havre de la Grande Entrée is approached from the SSW through a dredged channel, 100 m wide and, marked by light buoys (lateral), which leads to its entrance 1¼ miles WSW of La Bluff (47°32'51N 61°32'64W).
- 2 The entrance to the lagoon lies close NW of a low spit at the village of Grande Entrée and close SE of a drying sandy bank extending E from Île Wreck (47°33'65N 61°35'00W).  
Thence a narrow buoyed channel, with shoal water on its N side, leads E to the berths at Grande Entrée.
- 3 **Useful marks:**  
Two square towers, (47°37'11N 61°33'30W) (47°37'08N 61°33'40W) about 40 m in height, at Les Mines Seleine Inc plant on Dune du Nord, are visible when approaching Havre de la Grande Entrée from the S.

Canadian Eastern Notice 3/4950/20

[NP65-No 4-Wk 19/20]

### St Lawrence River - Chenal de Beaujeu Ouest — Directions; depth; leading lights

166

Paragraph 8.105 1-3 *Replace by:*

- 1 **Description.** This channel, E of Île aux Grues (47°03'68N 70°32'34W) (8.102), has a width of about 213 m and a least charted depth of 7.9 m.  
**Directions.** From a position NW of Banc de Beaujeu (8.104), the channel leads SW, passing SE of ruins of a large concrete pier, 5 cables S of Pointe MacPherson-LeMoine (47°04'70N 70°30'86W), marked close S by CBJ Light Buoy (S cardinal).  
Thence to a position ENE of Île aux Grues wharf head light (8.108).

Canadian Chart CA1317 (2020) [NP65-No 5-Wk 29/20]

### Québec - Péninsule de la Gaspésie - Birch Point to Cap Gaspé — Marine nature reserve

287

After Paragraph 14.142 *Insert:*

#### Marine Nature Reserve 14.142a

- 1 An ESSA is established centred on Banc des Américains (48°35'87N 63°54'95W), extending from E of Île Bonaventure (48°29'70N 64°09'76W) (14.152) to E of Cap Gaspé (48°45'07N 64°09'76W) (7.11). For more information see the Fisheries and Oceans Canada website at [www.dfo-mpo.gc.ca](http://www.dfo-mpo.gc.ca).

Canadian SD ATL 108 CH04 [NP65-No 3-Wk 06/20]

## NP66A South west coast of Scotland Pilot (2019 Edition)

### Firth of Clyde - Ayr — Traffic signals

59

Paragraph 2.106 1 lines 5-7 including diagram entitled Traffic Signals (2.106) *Delete*

ABP Ports [NP66A-No 16-Wk 15/20]

### Firth of Clyde - Troon — Pilotage

61

Paragraph 2.122 1 line(s) 10-11 *Replace by:*

...safe navigation. Pilotage is...

ABP Troon Notice 6/20 [NP66A-No 17-Wk 29/20]

### Firth of Clyde - Irvine Bay - Irvine — Directions

62-63

Paragraph 2.131 2-5 *Replace by:*

- 2 **Entrance channel.** The channel is not maintained, local knowledge is essential. Entry is made across Irvine Bar, passing between groynes only some of which are marked with posts. It is reported (2019) that aids to navigation are not lit.

**Track.** The track leads NE from a position 1½ miles SW of the harbour entrance, passing:

- 3 SE of the seaward end (55°35'60N 4°43'82W) of an outfall pipe, extending 1¼ miles from the coast, marked by IB-B Light Buoy (special), thence:

NW of an isolated shoal patch (55°35'34N 4°42'92W), with a least charted depth of 9.6 m, identified by Lappock Rock (2.119), lying 1 mile SE.

Thence the track leads over the bar, between the groynes, and along the channel marked by poles to the harbour area and berths.

- 4 **Caution.** The harbour is not maintained and there are reports of numerous underwater obstructions in the area.

Correspondence Irvine Harbour

[NP66A-No 12-Wk 45/19]

### Firth of Clyde - Irvine Bay - Irvine — Berths

63

Paragraph 2.132 1 line(s) 1-11 *Replace by:*

- 1 **Main Berth** (55°36'49N 4°41'19W) lies immediately E of Visitors Wharf, with a length of 130 m and reported depths of between 1.3 and 2.0 m alongside.

**Visitors Wharf** (55°36'48N 4°41'28W) is a two-level wharf, with depths of 2.0 m reported alongside. The lower level is 0.3 m above MHWS and the upper level is 1.1 m above MHWS.

**Garnock Wharf** (55°36'70N 4°41'57E) is closed to marine traffic.

Correspondence Irvine Harbour

[NP66A-No 13-Wk 45/19]



**Scotland - West coast - Ardrossan —  
Traffic lights**

64

Paragraph 2.137 2 lines 1-5 *Replace by:*

- 1 **Traffic signals** are exhibited by day and at night from lights in positions 55°38'50N 4°49'38W and 55°38'42N 4°49'57W.

Peel Ports Clydeport Notice 66/18

[NP66A-No 1-Wk 03/19]

**Firth of Clyde - Upper Loch Fyne -  
Minard Narrows to Inveraray — Directions; lights**

81

Paragraph 2.256 1 line(s) 6-7 *Replace by:*

The area is used for naval trials.

CLYDE QHM 15/20

[NP66A-No 18-Wk 53/20]

**Firth of Clyde - Upper Loch Fyne -  
Minard Narrows to Inveraray — Directions; lights**

82

Paragraph 2.261 4 lines 1-10 *Replace by:*

- 4 The line of bearing 028.5° of Strone Point N Marker Beacon (special) (56°14'07N 5°02'76W), then leads NNE, passing:

CLYDE QHM 15/20

[NP66A-No 19-Wk 53/20]

**Scotland - Firth of Clyde - Hunterston Channel  
— Directions; pontoon; buoys**

93

Paragraph 3.38 3 line(s) 1-3 *Delete*

H102 Peter Wright

[NP66A-No 14-Wk 06/20]

**Scotland - Firth of Clyde - Loch Long —  
Traffic signals**

101

*After* Paragraph 3.89 1 line 5 *Insert:*

**Traffic signals.** When Coulport (3.111) is closed, port closure signals are shown from Barons Point (55°59'42N 4°51'18W).

QHM Clyde 16/19

[NP66A-No 8-Wk 45/19]

**Firth of Clyde - Loch Long — Prohibited area**

101

Paragraph 3.89 5 lines 1-3 *Replace by:*

- 5 Entry is prohibited into an area which extends about 2 cables W from Glenmallan Jetty (56°07'85N 4°49'11W). An area in which both anchoring and fishing are prohibited extends about 3 cables W from Glenmallan Jetty.

QHM Clyde Notice 13/19

[NP66A-No 7-Wk 40/19]

**Scotland - Firth of Clyde - Loch Long -  
Coulport Jetty — Traffic signals**

105

*After* Paragraph 3.111 2 line 5 *Insert:*

- 3 **Traffic signals.** See 3.89.

QHM Clyde 16/19

[NP66A-No 9-Wk 45/19]

**Scotland - Firth of Clyde - Gareloch -  
Faslane — Traffic signals**

107

*After* Paragraph 3.120 5 line 3 *Insert:*

When Faslane Restricted Area is closed, port closure signals are shown from the head of Naval Jetty (56°03'15N 4°49'25W) in Faslane Base (3.135)

QHM Clyde 16/19

[NP66A-No 10-Wk 45/19]

**Scotland - Firth of Clyde - Gareloch -  
Faslane — Traffic signals**

110

*After* Paragraph 3.135 1 line 4 *Insert:*

**Traffic signals.** See 3.120.

QHM Clyde 16/19

[NP66A-No 11-Wk 45/19]

**Scotland - River Clyde - Glasgow —  
Vertical clearances; bridge**

113

Paragraph 3.154 1 line(s) 1-11 *Replace by:*

- 1 The Millennium Bridge (Science Centre Footbridge) (55°51'57N 4°17'53W) has a vertical clearance of 3.2m, but part of each span can be opened given 1 hours notice, between 0900 and 1700 and 3 hours between 1700 and 0900, to Glasgow Science Centre, Tel 0141-420 5030 or 07733-889056.

It is reported (2020) that the Millennium Bridge is out of operation and cannot be opened for river traffic.

- 2 Bells Bridge (55°51'52N 4°17'36W) is a swing bridge with a vertical clearance of 3.5 m, which can be opened given at least 2 hours notice to Clydelink Ltd, Tel 01436 831222 or 07815 869609.

Peel Ports Clydeport Port Information Notice 05/20

[NP66A-No 15-Wk 06/20]

**West coast - Jura - Loch Tarbert — Directions;  
rock**

136

*After* Paragraph 4.108 2 line 6 *Insert:*

Clear of a 3.4 m rock (55°57'56N 5°56'47W), reported (2019), which lies close S of the leading line, thence:

Correspondence Antares Charts

[NP66A-No 5-Wk 32/19]

# NP66A

## West coast - Sound of Jura - Loch Sween - Caol Scotnish — Rocks

141

Paragraph 4.139 1 lines 1-6 *Replace by:*

- 1 Caol Scotnish (56°02'37N 5°35'50W), is a narrow inlet extending 2 miles NE and is, in places, less than ½ cable wide with sheer rocky sides, having a least reported depth of 2.3 m in the fairway. A rock awash (56°02'30N 5°35'62W) and a 1.6 m rock (56°01'84N 5°36'17W), reported (2019), encumber the centre of the inlet. This loch, with a bottom of mud, is used in summer as an anchorage for small vessels.

Correspondence Antares Charts

[NP66A-No 6-Wk 32/19]

## Firth of Lorn - Kerrera Sound — Directions; buoyage

172

Paragraph 5.78 5 lines 1-2 *Replace by:*

- 5 Thence the track leads generally S, between light buoys (lateral), in mid-channel, passing:

Paragraph 5.78 6 lines 1-4 *Replace by:*

- 6 W of Corran Ledge (56°25'18N 5°29'03W), which is fronted by shoal ground. An outfall, pipe leads WSW across the ledge.

Northern Lighthouse Board Notice 10/19

[NP66A-No 3-Wk 18/19]

## Firth of Lorn - Oban — Directions; small vessel route

173

After Paragraph 5.78 8 line 4 *Insert:*

**Small vessel route.** The small vessel two-way route lies to the S of the Large Vessel Channel. Approach is made on the line of bearing (116½°) of Dunollie Sector Light, passing close NE of N Spit of Kerrera Light. Thence the route leads SE and S keeping W of the buoyed channel between Rubh' a' Chruidh and Corran Ledge.

GB Chart 1790

[NP66A-No 4-Wk 28/19]

## Oban Harbour — Anchorages

174

Paragraph 5.84 1 line(s) 2-8 *Replace by:*

...lie within the approaches to Oban and Oban Bay as follows:

- No 1 (56°25'59N 5°30'69W);  
No 2 (56°25'19N 5°29'47W), in Ardantrive Bay (5.86);  
No 3 (56°26'16N 5°30'07W);

Oban Bay Harbour Manager

[NP66A-No 2-Wk 11/19]

## NP66B North-West Coast of Scotland Pilot (2019 Edition)

### South Harris - Leverburgh — Directions; light

133

Paragraph 3.195 2 lines 1-11 *Replace by:*

- 2 Thence the alignment (063°) of the leading marks on Leverburgh Pier leads ENE towards the pier, over a shoal with a depth of 2.8 m, 2¼ cables NE of Jane's Tower.
- 3 **At night**, from a position 1 cable NNW of Jane's Tower (3.180), the track leads ENE towards the pier in the fixed green sector (063°-066°) of the port entry light (metal post, 4 m in height) (57°46'00N 7°01'55W), exhibited from Leverburgh Pier spur, over a shoal (above) and close SSE of Leverburgh Reef Light Beacon.

Comhairle Nan Eilean Siar Notice 03/19

[NP66B-No 1-Wk 07/19]

### The Little Minch - Leac na Hoe to Ushinish Promontory - Loch Maddy — Directions

137

Paragraph 3.217 7-9 *Replace by:*

- 7 From the above position, the track within a white sector (254°-257°) of Vallaquie Island Light (metal post) (57°35'49N 7°09'32W), leads WSW towards the preferred approach line for the berth at Lochmaddy, with the deepest water on the N side of the sector, passing:
- 8 SSE of the coastal bank (57°35'78N 7°08'16W) (as above) and the dangers extending SE from Faihore, thence  
SSE of the coastal bank (57°35'68N 7°08'57W), with depths less than 5.0 m, on which lie rocks which dry, extending ½ cable S from Ruigh Liath, from which a light (concrete column) (57°35'72N 7°08'40W) is exhibited, and:
- 9 NNW of the coastal bank (57°35'57N 7°08'60W), with charted depths of less than 10 m, extending about 1 cable NNW from North Uist (3.96), which just intrudes into the S side of the white sector, and a depth of 4.4 m lies close S of the white sector.

Thence as required for obtaining anchorage in South Basin or proceeding to Lochmaddy Ferry Terminal.

(Directions continue for entering harbour at 3.220)

Northern Lighthouse Board; CNES Harbours

[NP66B-No 9-Wk 53/20]

### Scotland - Outer Hebrides - Benbecula - Loch Uiskevagh — Rock; caution

141

After Paragraph 3.241 1 line 8 *Insert:*

**Caution.** Numerous dangerous rocks and marine farms lie within Loch Uiskevagh and approaches; a dangerous rock was reported (2019) in position 57°26'43N 7°12'25W.

UKHO

[NP66B-No 6-Wk 22/19]

**Scotland - Outer Hebrides - Benbecula -  
Loch Uiskevagh — Rock; caution**

**141**

Paragraph 3.241 *1* existing Section IV Notice Week 22/19  
*Replace by:*

**Caution.** Numerous dangerous rocks and marine farms lie within Loch Uiskevagh and approaches; a dangerous rock was reported (2019) in position 57°26'·43N 7°12'·43W.

Solvtrans Management AG [NP66B-No 7-Wk 43/19]

**Isle of Skye - Kyle Akin — Alt-an-Avaig jetty**

**147**

*After* Paragraph 4.18 *5* line 7 *Insert:*

**Anchorage and harbours**

**Allt-an-Avaig**

**4.18a**

- 1 General information.** Allt-an-Avaig Pier (57°16'·48N 5°45'·20W) is an L-shaped pier situated 3½ cables W of Skye Bridge (2.248). The privately-owned pier serves a fish feed plant. Two lights (3 m in height) are exhibited from the head of the pier.

**Directions.** From a position NE of Black Eye Rock (57°16'·67N 5°45'·28W) (4.18), the track leads S to the pier, keeping clear of a 4·9 m shoal (57°16'·51N 5°45'·16W) which lies close NE of the elbow of the pier.

- 2 Berths.** A 61 m berth lies at the head of the pier and a 146 m berth lies on its E side. A 48 m quay lies at the foot of the pier on reclaimed land. All berths have been dredged to 6·5 m (2019).

UKHO [NP66B-No 8-Wk 24/20]

**Inner Sound - Loch Kishorn — Berths**

**150**

Paragraph 4.36 *1* *Replace by:*

- 1** A pier, which extends from the W side of the loch in position 57°23'·74N 5°38'·07W, and a quay, 4 cables NE, form the facilities of Kishorn Port Ltd. It also includes a 160 m diameter dry dock with depth up to 13·8 m at MHWS. Vessels up to 160 m may berth on the drydock gates, which are concrete caissons. Presently (2019) it can only be recommended for approach in daylight conditions and in good weather unless a Master is already familiar with the area or with a Pilot's advice.

Correspondence Kishorn Port Ltd 01/19  
[NP66B-No 2-Wk 07/19]

**Scotland - Outer Hebrides - Isle of Lewis -  
Stornoway — Pilotage**

**194**

Paragraph 5.167 *1* line(s) 3-7 *Replace by:*

...Harbour Master, to board vessels at the Pilot Station (58°10'·60N 6°21'·00W). For details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Correspondence Stornoway Port Authority 03/19  
[NP66B-No 4-Wk 16/19]

**Scotland - Outer Hebrides - Isle of Lewis -  
Stornoway — Directions; light sector**

**195**

Paragraph 5.174 *6* line 3 *For* (282°-290°) *Read* (287°-290°)

Stornoway Notice 06/19 [NP66B-No 5-Wk 16/19]

**Isle of Lewis - Breivig — Directional light**

**198**

Paragraph 5.190 *1* line 4 *Replace by:*

...and W sides. A sectored port entry light (metal post, 2 m in height) (58°16'·02N 6°17'·73W) aids entry with vessels using the white sector (334°-342°).

Comhairle Nan Eilean Siar Notice 04/19  
[NP66B-No 3-Wk 07/19]

**NP67 West Coasts of Spain and Portugal Pilot  
(2018 Edition)**

**Spain - Ferrol - Islas Gabeiras —  
Directions; shoal**

**66**

*After* Paragraph 3.31 *4* line 8 *Insert:*

Clear of an isolated 8·7 m shoal (43°31'·06N 8°21'·10W), noting a 13·2 m shoal lying 4 cables N, thence:

Spanish Notice 26/228/18 [NP67-No 1-Wk 31/18]

**Spain - West coast - Vigo — Restricted area**

**112**

Paragraph 4.151 *3* line 1 *Replace by:*

**Restricted area.** A marine nature reserve (Parque...

UKHO [NP67-No 7-Wk 06/19]

**Spain - West coast - Puerto de Vigo —  
Prohibited area; general layout**

**113**

*After* Paragraph 4.151 *5* line 5 *Insert:*

**Entry is prohibited** to an area surrounding the abandoned ore loading berth (42°17'·25N 8°39'·23W), 3 cables ENE of Punta de Rande.

Spanish Notice 45/373/18 [NP67-No 4a-Wk 49/18]

# NP67

## Spain - West coast - Vigo — Prohibited area

113

Paragraph 4.151 5 line 5 including existing Section IV Week 49/18 *Replace by:*

**Prohibited areas.** Entry is prohibited within an area surrounding the abandoned ore loading berth (42°17'25N 8°39'23W), 3 cables ENE of Punta de Rande.

Entry is prohibited within an area N and S of the channel, marked by light buoys (lateral), which passes under the Punta de Rande suspension bridge (4.164).

Spanish Notice 2/11/19

[NP67-No 8-Wk 06/19]

## Spain - West coast - Puerto de Vigo — Prohibited area; general layout

113

Paragraph 4.153 2 lines 4-6 *Replace by:*

...industries, along with a shipyard and slipways.

Spanish Notice 45/373/18

[NP67-No 4b-Wk 49/18]

## Spain - West coast - Vigo — Directions; light buoy

115

Paragraph 4.164 4 *Replace by:*

- 4 Ensenada de San Simon is entered through a channel, marked by light buoys (lateral), which passes under the suspension bridge spanning Estrecho de Rande, from Punta de Bestia on the N shore to Punta de Rande on the S shore.

Spanish Notice 2/11/19

[NP67-No 9-Wk 06/19]

## Portugal - Viana do Castelo — Directions

124

Paragraph 5.14 1-3 *Replace by:*

- 1 From a position W of Ilha Ínsua (41°51'54N 8°52'43W) (4.184) the coastal passage leads generally S to the entrance to Rio Lima, passing:  
W of Lagoal (41°47'91N 8°52'82W), a rocky shoal which extends 5 cables offshore, thence:  
W of Boi (41°45'67N 8°53'12W), an underwater rock, thence:
- 2 W of Baixo da Sumalha (41°43'09N 8°57'03W), an off-lying bank which breaks occasionally in heavy weather, lying close to the 50 m depth contour, thence:  
Clear of a scientific platform (41°41'19N 9°03'30W) from which a light is exhibited.
- 3 Thence the track continues S to a position W of Molhe Exterior (41°40'46N 8°50'66W), the outer breakwater at Viana do Castelo from the head of which a light (white column, red bands) is exhibited. The designated anchorage (5.18) for Viana do Castelo lies 2 miles W of the breakwater.

GB Chart 3634

[NP67-No 11-Wk 32/19]

## Portugal - Rio Minho to Rio Lima - Viana do Castelo — Directions; scientific platform

124

Paragraph 5.14 1-3 including Existing Section IV Notice Week 32/19 *Replace by:*

- 1 From a position W of Ilha Ínsua (41°51'54N 8°52'43W) (4.184) the coastal passage leads generally S to the entrance to Rio Lima, passing:  
W of Lagoal (41°47'91N 8°52'82W), a rocky shoal which extends 5 cables offshore, thence:
- 2 W of Boi (41°45'67N 8°53'12W), an underwater rock, thence:  
W of Baixo da Sumalha (41°43'09N 8°57'03W), an off-lying bank which breaks occasionally in heavy weather, lying close to the 50 m depth contour.
- 3 Thence the track continues S to a position W of Molhe Exterior (41°40'46N 8°50'66W), the outer breakwater at Viana do Castelo from the head of which a light (white column, red bands) is exhibited. The designated anchorage (5.18) for Viana do Castelo lies 2 miles W of the breakwater.

UKHO

[NP67-No 13-Wk 41/19]

## Portugal - Viana do Castelo — Directions; wind farm

124

Paragraph 5.14 1-3 including existing Section IV Notice Week 41/19 *Replace by:*

- 1 From a position W of Ilha Ínsua (41°51'54N 8°52'43W) (4.184) the coastal passage leads generally S to the entrance to Rio Lima, passing:  
W of Lagoal (41°47'91N 8°52'82W), a rocky shoal which extends 5 cables offshore, thence:  
W of Boi (41°45'67N 8°53'12W), an underwater rock, thence:
- 2 W of Baixo da Sumalha (41°43'09N 8°57'03W), an off-lying bank on which the sea breaks occasionally in heavy weather, lying close to the 50 m depth contour, thence:  
Clear of a wind farm (41°41'17N 9°03'65W). A prohibited area, marked by light buoys (special), surrounds the wind farm.
- 3 Thence the track continues S to a position W of Molhe Exterior (41°40'46N 8°50'66W), the outer breakwater at Viana do Castelo from the head of which a light (white column, red bands) is exhibited. The designated anchorage (5.18) for Viana do Castelo lies 2 miles W of the breakwater.

Portuguese Notice 3-4/133/20

[NP67-No 19-Wk 22/20]

## Portugal - Viana do Castelo — Prohibited anchorage

125

Paragraph 5.18 1 lines 12-14 *Replace by:*

- 2 **Prohibited areas.** Anchoring is prohibited within 8 cables of the head of Molhe Exterior.  
Fishing is prohibited within 5 cables of the head of Molhe Exterior, and within the outer anchorage area.



Anchoring, fishing and any other activity which may interfere with the seabed, are prohibited within a submarine cable area extending 9¼ miles W from the foot of Molhe Exterior.

**Quarantine.** See 1.55.

Portuguese Notice 1/103/20 [NP67-No 18-Wk 11/20]

**Portugal - Porto de Leixões —  
Directions; ODAS buoy**

**128**

*After Paragraph 5.40 2 line 14 Insert:*

Clear of ODAS buoy APDL1 (41°10'45N  
8°43'86W), thence:

Portuguese Notice 10/202/20 [NP67-No 21-Wk 53/20]

**Portugal - Porto do Douro — Vertical clearances**

**133**

*After Paragraph 5.72 1 line 6 Insert:*

**Vertical clearance  
5.72a**

- 1 Two fixed bridges span the stretch of the Rio Douro navigable by seagoing vessels:

Ponte da Arrábida (single white arch) (41°08'84N  
8°38'42W), with a vertical clearance of 62 m;

Ponte Don Luis (double deck, road/railway)  
(41°08'40N 8°36'57W), with a vertical clearance  
of 9.4 m.

- 2 Several more bridges span the Rio Douro upriver of Ponte Don Luis. Local knowledge is required for navigation beyond Ponte Don Luis.

Paragraph 5.79 3 lines 1–7 *Delete*

Portuguese Notice 4/137/19 [NP67-No 10-Wk 22/19]

**Portugal - West coast - Sines — Development**

**165**

*After Paragraph 5.297 3 line 8 Insert:*

**Development  
5.297a**

- 1 Works are in progress (2020) to extend Molhe E (37°55'94N 8°51'42W). The construction area is marked by light buoys (special).

Portuguese Notice 9/194/20 [NP67-No 20-Wk 48/20]

**Spain - Río Guadalquivir — Port operations**

**187**

*After Paragraph 6.119 2 line 8 Insert:*

**Port operations  
6.119a**

- 1 Vessels seeking to anchor or stop within an area under the jurisdiction of Puerto de Sevilla (6.143) must contact the local authorities for authorisation in advance.

All vessels must remain in permanent radio contact with the competent MRCC. Vessels must provide notice of manoeuvres to drop or weigh anchor and give notice of any circumstance that affects or could affect maritime safety or protection of the marine environment.

- 2 Vessels anchoring in Pozo (6.141) must contact the local authority.

Any operations related to provisioning, bunkering, lowering of boats, hot works or any work that affects or could affect maritime safety or protection of the marine environment, are prohibited except when authorised by the local authority.

- 3 Vessels anchoring at Pozo must leave the anchorage in winds above force 4, moderate seas or if directed by the local authority.

Spanish Notice 11/SDcorr No.5(2019)/19; Cadiz VTS  
[NP67-No 16-Wk 05/20]

**Spain - Golfo de Cadiz - Río Guadalquivir —  
Entrance channel; wrecks**

**188**

Paragraph 6.132 2 line(s) 2 *Replace by:*

...(36°45'75N 6°26'91W) the alignment (069°) of the leading lights leads...

*After Paragraph 6.132 2 line 7 Insert:*

- 3 **Caution.** A wreck, marked by a light buoy (special), lies in the vicinity of 36°47'49N 6°21'23W. A second wreck, also marked by a light buoy (special), lies 1¼ cables ENE.

Spanish Notice 47/369/19; ENC ES504421  
[NP67-No 14-Wk 02/20]

**Spain - Río Guadalquivir - Pozo —  
Outer anchorage**

**189**

*After Paragraph 6.141 2 line 3 Insert:*

The anchorage at Pozo is subject to multiple local regulations. See 6.119a.

Spanish Notice 11/SDcorr No.5(2019)/19; Cadiz VTS  
[NP67-No 17-Wk 05/20]

# NP67

## Spain – Strait of Gibraltar – Puerto de Algeciras-la Línea — Anchorages

220

Paragraph 7.105 2-4 *Replace by:*

- 2 Four anchorage areas have been established:  
Area A (36°10'·16N 5°23'·51W), situated in the N part of Gibraltar Bay, extends 7½ cables W and 1 mile SE from the centre position. Anchorage may be obtained in depths from 22 to 100 m. An obstruction (36°10'·16N 5°24'·11W) lies in the NW part of the anchorage.
- 3 Area B (36°09'·57N 5°25'·40W), situated between the prohibited anchorage around the SBM and the NE entrance to Puerto de Algeciras, in depths from 10 to 100 m. An outfall pipe (36°10'·14N 5°25'·35W) lies in the N part of the anchorage.
- Area C (36°07'·60N 5°24'·65W), situated E of the detached mole (36°07'·58N 5°25'·07W), in depths from 39 to 137 m.
- Area D (36°05'·56N 5°24'·63W), situated NE of Punta Carnero in depths from 19 to 81 m. A marine farm (36°05'·50N 5°25'·68W), marked by light buoys (special), extends into the W part of the anchorage and an obstruction (36°06'·00N 5°24'·06W) lies in the W part of the area.
- 4 **Cautions.** Depths decrease rapidly as the shores are approached and regular sounding should be made before dropping anchor.
- Vessels using Areas C and D, especially those in ballast, should allow for the frequency of winds from the E and SE, which may reach or exceed gale force.

Spanish ENCs ES504453; ES504451; GB Chart 1455/16; ES Derrotero Num 5 Edt 3 2018

[NP67-No 12-Wk 38/19]

## Portugal – Arquipélago dos Açores – Ilha de Santa Maria — Directions; light

242

Paragraph 8.71 1 lines 9–10 *Replace by:*

Airport Control Tower (36°58'·41N 25°09'·92W).

Paragraph 8.72 1 lines 3–5 *Delete*

Portuguese Notice 11/234/19 [NP67-No 15-Wk 03/20]

## Portugal – Arquipélago dos Açores – Ilha de São Jorge — Directions; major light

250

After Paragraph 8.137 2 line 5 *Insert:*

Ponta dos Rosais Light — as above.

Portugal Notice 11/263/18; BA Chart 1956

[NP67-No 5-Wk 03/19]

## Arquipélago dos Açores – Canal de São Jorge — Traffic regulations

250

After Paragraph 8.143 1 line 3 *Insert:*

### Traffic regulations

#### 8.143a

- 1 **Restricted area.** Anchoring and fishing is prohibited within an area of submarine cables lying SW of Porto das Velas. The area is marked by the red sector (033°–061°) of Cabos Velas Light (38°40'·69N 28°12'·30W) (white post, red bands, 5 m in height).

Portuguese Notice 7/207/18 [NP67-No 2-Wk 36/18]

## Portugal – Arquipélago dos Açores – Ilha de São Jorge — Directions; major light

251

After Paragraph 8.144 3 line 3 *Insert:*

Ponta dos Rosais Light — as above.

Portugal Notice 11/263/18; BA Chart 1956

[NP67-No 6-Wk 03/19]

## Arquipélago dos Açores – Canal de São Jorge – Porto das Velas — Anchorage

251

After Paragraph 8.150 5 line 9 *Insert:*

**Restricted area.** See 8.143a.

Portuguese Notice 7/207/18 [NP67-No 3-Wk 36/18]

## NP68 East Coast of the United States Pilot Volume 1 (2018 Edition)

### Maine – Frenchman Bay – Bar Harbor — Wreck

60

Paragraph 2.50 1 lines 9 and 10 *Delete*

US Notice 9/13312/19 [NP68-No 8-Wk 12/19]

### New Hampshire – Portsmouth — Vertical and horizontal clearances

108

Paragraph 3.224 1 line(s) 5–10 *Replace by:*

**Sarah Mildred Long Lift Bridge** (43°05'·20N 70°45'·67W). A lift span bridge with a vertical clearance of 4·9 m (16 ft) when closed and 41·1 m (135 ft) when open.

Paragraph 3.225 1 line(s) 3–4 *Replace by:*

**Sarah Mildred Long Lift Bridge** – Horizontal clearance 77·4 m (254 ft).

US Notice 27/13283/19 [NP68-No 20-Wk 33/19]

**New Hampshire - Portsmouth —  
Vertical and horizontal clearances**

108

After Paragraph 3.224 2 line 4 *Insert*:

**Overhead power cables** span the river at 43°05'·98N 70°46'·95W with vertical clearance of 50 m (165 ft).

- 3 **Little Bay Bridges** (43°07'·10N 70°49'·55W). Vertical clearance of 14 m (46 ft) for the central span and 10 m (33 ft) for the lateral spans.

After Paragraph 3.225 1 line 4 *Insert*:

**Little Bay Bridges** - Horizontal clearance 30·5 m (100 ft) under the central span, otherwise 60·9 m (200 ft).

US Notice 40/13285/18 [NP68-No 5-Wk 43/18]

**Massachusetts - Approaches to  
Salem Harbour — Depths**

118

Paragraph 4.24 1 line 3 *Replace by*:

...depths of 8·5 m (28 ft) (2017) in the channel and 8·2 m...

US Notice 24/13275/18 [NP68-No 3-Wk 29/18]

**Rhode Island - East approach to  
Rhode Island Sound — Directions; wreck**

140

Paragraph 5.14 1 line(s) 6–9 *Replace by*:

Clear of a dangerous wreck (40°41'·20N 70°23'·07W), position approximate, thence:

NE of two dangerous wrecks (40°56'·09N 71°11'·96W and 40°52'·85N 71°13'·22W), both position approximate.

US Notice 31/12300/20 [NP68-No 35-Wk 37/20]

**Massachusetts - East approaches to  
Nantucket Sound — Depth**

142

Paragraph 5.33 1 line(s) 2 *Replace by*:

...3·6 m (12 ft) (41°33'·00N 69°54'·75W) over a shoal, reported (2019), SSW of No 4 Light Buoy (5.37).

US Chart 13237 (2019) [NP68-No 26-Wk 50/19]

**Massachusetts - Nantucket Sound — Depths**

143

Paragraph 5.42 1 line(s) 1–5 *Replace by*:

- 1 **Main Channel** has a least depth of 8·2 m (27 ft), but the draught of vessels using this channel seldom exceeds 7·3 m (24 ft).

**North Channel** has a least depth of about 4·5 m (15 ft).

US Chart 13237 (2019) [NP68-No 27-Wk 50/19]

**Massachusetts - Nantucket Sound -  
Martha's Vineyard — Wreck**

143

Paragraph 5.45 2 line 8 *Replace by*:

...by buoys, lies at the W end of this area. A dangerous wreck (41°27'·18N 70°27'·72W) lies in the centre of the anchorage.

US Notice 36/13237/18 [NP68-No 4-Wk 40/18]

**Massachusetts - Buzzard Bay -  
Cleveland Ledge Channel —  
Anchorages; obstructions**

155

After Paragraph 5.144 1 line 3 *Insert*:

**Caution.** Several rocks and obstructions lie within both anchorage areas.

US Chart 13236/20 [NP68-No 32-Wk 26/20]

**Massachusetts - New Bedford —  
Limiting conditions; vertical clearance**

155

Paragraph 5.151 1 lines 1–3 *Replace by*:

- 1 Swing Bridge connects Fish Island and Popes Island providing a double opening, each with a vertical clearance of 2·7 m (9 ft) when closed.

US Notice 37/13229/20 [NP68-No 37-Wk 45/20]

**Massachusetts - New Bedford —  
Limiting conditions; horizontal clearance**

156

Paragraph 5.153 1 *Replace by*:

- 1 The swing bridge connecting Fish Island and Popes Island has a horizontal clearance of 15·8 m (52 ft).

US Notice 37/13229/20 [NP68-No 38-Wk 45/20]

**Rhode Island - Rhode Island Sound -  
Approaches to Narragansett Bay —  
Directions; wreck**

159

After Paragraph 5.186 1 line 5 *Insert*:

**Caution.** A dangerous wreck (41°21'·05N 71°24'·82W) lies in the outbound lane of the TSS.

US Notice 23/12300/20 [NP68-No 33-Wk 27/20]

# NP68

## Rhode Island - Providence — Caution; pipelines; wreck

166

After Paragraph 5.239 1 line 5 *Insert*:

- 2 **Caution.** Three pipeline areas, centred on 41°48'11N 71°23'39W, 41°48'32N 71°23'62W and 41°48'79N 71°23'96W, extend across the channel between Fields Point and Fox Point. A dangerous wreck (41°48'22N 71°23'75W), position approximate, lies within the channel limits.

US Chart 13224

[NP68-No 19-Wk 31/19]

## Massachusetts - Mount Hope Bay - Brayton Point — Directions; leading lights

168

Paragraph 5.256 3-4 *Replace by*:

- 3 **Side channels.** From the vicinity of MH Light Buoy (preferred channel to port), 5 cables SSE of Mount Hope Point, a dredged side channel, marked with light buoys and buoys, leads E for 1 mile passing N of Common Fence Point (41°39'32N 71°13'22W). The channel then divides, one branch leading S to the Sakonnet River (5.180) and the other N to North Tiverton (5.260).

- 4 **Brayton Point Leading Lights:**

Front light (red metal tower, white stripe) (41°42'72N 71°11'41W).

Rear light (similar structure) (120 m from front light).

The alignment (324.6°) of these lights leads from a position in the main channel in the vicinity of 41°41'97N 71°10'71W, through a dredged channel marked by light buoys (lateral), to a power station wharf on the E side of Brayton Point. In 1998 this channel had a reported controlling depth of 10.4 m (34 ft).

United States Notice 51/13221/19

[NP68-No 28-Wk 05/20]

## Block Island Sound - Montauk Point — Directions

171

Paragraph 6.9 1 line(s) 1-13 *Replace by*:

- 1 Block Island Sound has two entrances from the Atlantic. The S entrance leads between Block Island and Montauk Point (41°04'26N 71°51'43W), a high sandy bluff, from which a light (white conical tower, red band, 51 m in height) is exhibited.

- 2 The deepest passage in this entrance is just W of Southwest Ledge (41°07'10N 71°39'80W) and is 2 miles wide. The E entrance from Rhode Island Sound lies between the N part of Block Island and Point Judith, 9 miles NNE, and is used by vessels with a draught in excess of 11.5 m (38 ft) and those coming from the bays and sounds E of Block Island Sound. The Race (41°14'20N 72°03'50W) is the main entrance to Long Island Sound from Block Island Sound.

US Notice 23/5161/19

[NP68-No 9-Wk 27/19]

## Block Island Sound - Montauk Point and Little Gull Island — Directions; light

172

Paragraph 6.14 2 line(s) 1-3 *Delete*

Paragraph 6.14 2 line(s) 6-8 *Delete*

US Notice 23/5161/19

[NP68-No 10-Wk 27/19]

## Block Island Sound - Race Rock — Directions; light

172-173

Paragraph 6.14 1-2 including existing Section IV Notice Week 27/19 *Replace by*:

### Landmark:

Tower (41°12'11N 72°07'15W), on Great Gull Island.

### Major lights:

Point Judith Light (41°21'66N 71°28'88W) (5.184).

Block Island South-east Light (41°09'17N 71°33'07W) (5.184).

Oyster Pond Reef Light (black conical tower, white band) (41°09'81N 72°13'42W), also known as Orient Point Light.

US Notice 40/12300/20

[NP68-No 39-Wk 49/20]

## Block Island Sound - Little Gull Island — Directions; light

173

After Paragraph 6.16 3 line(s) 10 *Insert*:

Little Gull Island Light (grey granite tower, red dwelling, 28 m in height) (41°12'38N 72°06'41W).

US Notice 23/5161/19

[NP68-No 11-Wk 27/19]

## Connecticut - Fisher Island Sound — Directions; wreck

175

Paragraph 6.37 3 line 1 *Replace by*:

3 Clear of a dangerous wreck (41°17'78N 72°01'04W), position approximate, thence: N of North Dumpling, a grassy islet, on which...

US Notice 35/12372/20

[NP68-No 36-Wk 42/20]

## Long Island Sound - Stratford Point and Penfield Reef — Directions; lights

179

Paragraph 6.81 1 line(s) 6-7 *Delete*

Paragraph 6.81 2 line(s) 3-6 *Delete*

US Notices 23/5161; 12354; 12363/19

[NP68-No 12-Wk 27/19]



**Block Island Sound - Race Rock —  
Directions; light**

179

Paragraph 6.81 1-2 including existing Section IV Notice Week 27/19 *Replace by:*

1 **Landmark:**

Tower (41°12'·11N 72°07'·15W), standing on Great Gull Island.

**Major lights:**

Oyster Pond Reef Light (41°09'·81N 72°13'·42W) (6.14).

2 New London Harbor Entrance Light (41°19'·00N 72°05'·39W) (6.108).

Stratford Point Light (41°09'·12N 73°06'·19W) (6.146).

Eatons Neck Light (40°57'·24N 73°23'·72W) (6.91).

US Notice 40/12300/20

[NP68-No 40-Wk 49/20]

**Block Island Sound - Race Rock —  
Directions; light**

179

Paragraph 6.83 1 line(s) 4-8 *Replace by:*

Between Race Rock (41°14'·61N 72°02'·83W), on which stands Race Rock Light (granite tower and dwelling, 14 m in height) (41°14'·61N 72°02'·83W), and Valiant Rock (41°13'·53N 72°04'·21W), 1½ miles SW. No 11 Light Buoy (port hand) is moored on the N side of Valiant Rock, which is surrounded by a rocky shoal and heavy overfalls.

**Caution.** When passing through The Race, deep draught vessels should follow the charted recommended route and remain outside the 20 m contour. See also 6.80.

US Notice 40/12300/20, US Coast Pilot 2 Ch. 7.115

[NP68-No 41-Wk 49/20]

**Long Island Sound - Stratford Point and  
Penfield Reef — Directions; light**

180

Paragraph 6.91 1 line(s) 2-5 *Delete*

US Notices 23/12354; 12363/19

[NP68-No 13-Wk 27/19]

**Connecticut - New London Harbor -  
New London Ledge — Directions; light**

182

Paragraph 6.108 1 line(s) 7-9 *Delete*

US Notice 23/12372/19

[NP68-No 14-Wk 27/19]

**Connecticut - New London Harbor —  
Directions; light**

183

Paragraph 6.110 2 line(s) 1-4 *Replace by:*

2 W of New London Ledge Light (red brick dwelling on square pier, 18 m in height) (41°18'·35N 72°04'·65W), which stands on the NW corner of New London Ledge and 3 cables W of Black Ledge, thence:

US Notice 23/12372/19

[NP68-No 15-Wk 27/19]

**Connecticut - Long Island Sound -  
New London — Berths; depth**

183

Paragraph 6.113 2 line(s) 3 *For* 12·1 m *Read* 10·6 m (2019)

US Notice 4/12372/20

[NP68-No 29-Wk 09/20]

**Connecticut - Long Island Sound -  
New Haven Harbor — Bridge clearance**

184

Paragraph 6.121 1 lines 8-10 *Replace by:*

The twin span Pearl Harbor Memorial Road Bridge, close N of Tomlinson Bridge, has a vertical clearance of 19·2 m (63 ft).

Paragraph 6.122 1 lines 3-4 *Replace by:*

The fixed Pearl Harbor Memorial Road Bridge, close N of Tomlinson Bridge, has a horizontal clearance of 145·7 m (478 ft).

US Notice 18/12371/18

[NP68-No 1-Wk 21/18]

**Connecticut - Long Island Sound -  
Approaches to New Haven — Anchorage**

184

Paragraph 6.124 1 line(s) 1-4 *Replace by:*

1 The following anchorage areas are situated in the approaches to New Haven:

New Haven North Anchorage Ground (41°11'·25N 72°50'·90W), depths around 14 to 18 m, mud and shells. A wreck (41°10'·87N 72°51'·83W) is situated within this area.

New Haven South Anchorage Ground (41°09'·05N 72°49'·50W), depths around 19 to 25 m, mud.

US Chart 12354

[NP68-No 21-Wk 33/19]

**Connecticut - Long Island Sound -  
Approaches to New Haven — Pilotage**

184

Paragraph 6.125 1 *Replace by:*

1 See 6.4.

US Chart 12371

[NP68-No 22-Wk 33/19]

# NP68

## Connecticut - Long Island Sound - Approaches to New Haven — Directions; buoy

184

Paragraph 6.130 1 line(s) 6-7 *Replace by:*

From the vicinity of 41°12'·13N 72°53'·79W the alignment (333-6°) of...

US Notice 27/12354/19 [NP68-No 23-Wk 33/19]

## Connecticut - Long Island Sound - New Haven — Directions; buoy

184

Paragraph 6.130 1 lines 6-7 including Existing Section IV Notice Week 33/19. *Replace by:*

From the vicinity of NH Light Buoy (safe water) (41°12'·13N 72°53'·79W) the alignment (333-6°) of...

US Notice 30/12354/19 [NP68-No 24-Wk 35/19]

## Long Island Sound - Stratford Point and Penfield Reef — Directions; light

186

Paragraph 6.146 2 line(s) 2-8 *Delete*

Paragraph 6.155 1-2 *Replace by:*

1 From a position about 1½ miles ESE of Penfield Reef Light (white tower on granite dwelling, 16 m in height) (41°07'·03N 73°13'·33W) the outer approach to Black Rock Harbor leads NNW to the entrance of the dredged channel, passing:

2 ENE of Black Rock (41°07'·21N 73°13'·05W), marked by a beacon, and The Little Cows, 1½ cables N, the outermost dangers of Penfield Reef, marked by LC Light Buoy (port hand). Penfield Reef Light stands on the reef 4 cables SSW of these dangers. Thence:

US Notice 23/12363/19

[NP68-No 16-Wk 27/19]

## Long Island Sound - Housatonic River - Stratford Point — Directions

188

Paragraph 6.170 1 line(s) 1-5 *Replace by:*

1 From a position SE of Stratford Point (41°09'·20N 73°06'·20W), from which a light (white conical tower, red band, 11 m in height) (41°09'·12N 73°06'·19W) is exhibited, the route into Housatonic River leads NW to the entrance channel, which is narrow and crooked with little depth on either side, passing:

US Notice 23/12354/19

[NP68-No 17-Wk 27/19]

## New York - Long Island - Northport — Anchorage; wrecks

195

After Paragraph 6.232 2 line 3 *Insert:*

3 **Northport Anchorage Ground** (40°57'·70N 73°15'·00W) is centred on a position 4 miles W of the terminal. Anchorage may be obtained in 15 to 20 m (50 to 65 ft). Two wrecks lie in the NW of the anchorage.

US Chart 12364H/20

[NP68-No 31-Wk 26/20]

## New York — New York Harbor approach - South of Long Island — Directions; wrecks

200

Paragraph 7.16 3 lines 1-4 *Delete*

ENC US4NY1AM (38.000)

[NP68-No 30-Wk 14/20]

## Block Island Sound - Long Island - Montauk Point — Directions; light

201

Paragraph 7.21 1 line(s) 6-7 *Delete*

US Notice 23/5161/19

[NP68-No 18-Wk 27/19]

## New York - Sandy Hook Bay - Leonardo US Naval Ammunition Depot — Traffic regulations; security zone

207

Paragraph 7.77 2-3 *Replace by:*

2 **Depths.** The channel and turning basin have a project depth of 13·7 m (45 ft) except for 10·7 m (35 ft) around Nos 2 and 3 Piers. For the latest controlling depths the charts and port authority should be consulted.

3 **Restricted area.** The installations of the depot and Terminal Channel are surrounded by a restricted area. See Appendix VI for definitions of restricted areas.

US Notice 41/12324/20

[NP68-No 42-Wk 51/20]

## New York - Ambrose Channel - Gravesend Bay — Anchorage; wrecks

208

Paragraph 7.79 1 line 8 *Replace by:*

...a number of wrecks and obstructions which lie within this area.

US Chart 12334

[NP68-No 6-Wk 10/19]

**New York - Upper Bay - Anchorage Channel —  
Anchorage; obstructions**

210

Paragraph 7.101 1 line 3 *Replace by:*

...Hudson River. Numerous obstructions lie within these anchorages:

US Chart 12334

[NP68-No 7-Wk 10/19]

**New York - Staten Island - Arthur Kill —  
Vertical clearances**

212

Paragraph 7.106 1 line(s) 1-12 *Replace by:*

1 Outerbridge Crossing Bridge (40°31'·49N 74°14'·89W), a fixed bridge 1¾ miles above the S entrance with a vertical clearance of 43·6 m (143 ft), connects Tottenville and Perth Amboy.

Goethals Bridge (40°38'·13N 74°11'·84W), a fixed road bridge comprised of two spans with a vertical clearance of 42·7 m (140 ft), is situated at Elizabethport 1 mile from the N entrance.

A lift rail bridge (40°38'·25N 74°11'·74W), 1 cable above Goethals Bridge, has a vertical clearance of 9·5 m (31 ft) when closed and 41·1 m (135 ft) when open.

US Notice 31/12327/19

[NP68-No 25-Wk 37/19]

**New York - Staten Island - Kill Van Kull -  
Bayonne Bridge — Vertical clearance**

213

Paragraph 7.119 1 line(s) 5 *For* 65·5 m (215 ft) *Read* 46·9 m (154 ft)

US Notice 43/12327/20

[NP68-No 44-Wk 52/20]

**East coast - New Jersey -  
Port Elizabeth — Berths**

215

Paragraph 7.135 2 lines 8-11 *Replace by:*

**Berths.** Maher Terminal has 3087 m of berthing space. APM Terminal has 1829 m of berthing space. Alongside depths generally exceed 9 m.

BA Chart 3457/18

[NP68-No 2-Wk 27/18]

**New York - East River - Channel east of  
Roosevelt Island — Underwater turbines**

218

After Paragraph 7.152 1 line 10 *Insert:*

2 **Caution.** An area of underwater turbines (40°45'·88N 73°56'·72W), marked on its E side by light buoys (special), lies close N of the 36th Avenue Lift Bridge.

US Notice 26/12327-39/20

[NP68-No 34-Wk 31/20]

**Appendix V -  
Code of Federal Regulations Title 33 -  
Navigation and Navigable Waters**

243

Subpart F §165.130 Sandy Hook Bay, New Jersey - Security Zone *Delete*

US Notice 41/12324/20

[NP68-No 43-Wk 51/20]

**NP69 East Coast of the United States Pilot  
Volume 2 (2017 Edition)**

**Delaware - Chesapeake and Delaware Canal -  
Delaware River — Anchorage**

73

Paragraph 3.107 2 line(s) 8-9 *Delete*

US Notice 46/12304/19

[NP69-No 33a-Wk 51/19]

**Delaware - Chesapeake and Delaware Canal -  
Delaware River — Anchorage**

73

Paragraph 3.107 3 lines 1-3 *Replace by:*

3 **Anchorage No 3** (39°32'·40N 75°32'·90W), a general anchorage, lies on the W side of the main channel NNE of Reedy Island (3.99). Obstructions lie within the anchorage.

US Notice 44/12311/19

[NP69-No 32-Wk 49/19]

**Delaware - Chesapeake and Delaware Canal -  
Delaware River — Anchorage**

73

Paragraph 3.107 3 line(s) 1-3 including existing Section IV Notice Week 49/19 *Replace by:*

3 **Anchorage No 3** (39°32'·40N 75°32'·90W), a general anchorage, lies on the W side of the main channel NNE of Reedy Island (3.99).

**Caution.** Numerous obstructions lie within the anchorages. A submarine pipeline area extends across the S end of Anchorage No 2.

US Notice 46/12304/19

[NP69-No 33b-Wk 51/19]

**Delaware - Delaware River - Deepwater Point to  
Cherry Island Flats — Anchorage; obstructions**

75

Paragraph 3.120 2 line(s) 1-5 *Replace by:*

2 **Anchorage No 6** (39°42'·40N 75°30'·40W), a general anchorage, lies on the E side of the main channel close N of Deepwater Point.

**Caution.** Numerous obstructions lie within the anchorage and vessels must not anchor in the cable area in the S part of this anchorage.

ENC US5ILGDE Ed.3.000

[NP69-No 42-Wk 43/20]

# NP69

## Delaware River - Marcus Hook — Anchorage; obstruction

78

Paragraph 3.158 1 line 7 *Replace by:*

...20 ft) below the sea bed. A submerged obstruction (39°47'·91N 75°25'·07W) lies in the S part of the anchorage.

US Notice 11/12312/18

[NP69-No 5-Wk 15/18]

## New Jersey - Delaware River - Gloucester City — Obstruction

82

Paragraph 3.198 2 line 4 *Replace by:*

...18 m (20 to 59 ft). An obstruction lies near the centre of the anchorage.

US Notice 5/12312/18

[NP69-No 4-Wk 09/18]

## New Jersey - Delaware River - Whitehill Range — Leading lights

88

Paragraph 3.251 1 lines 1-7 *Replace by:*

1 From a position about 1½ cables WNW of Newbold Directional Light (3.250), the track continues 1 mile NE through the dredged channel, marked by light buoys (lateral).

US Notice 42/12314/17

[NP69-No 2-Wk 45/17]

## Chesapeake Bay entrance - Cape Charles — Lighthouse

91

Paragraph 3.276 1 lines 2-3 *Replace by:*

Cape Charles Lighthouse (disused) (37°07'·38N 75°54'·39W) (4.25).

Paragraph 3.276 2 line 5 *Delete*

US Notice 6/12200/19

[NP69-No 11-Wk 10/19]

## Chesapeake Bay entrance - Cape Charles — Lighthouse

93

Paragraph 4.8 1 lines 2-3 *Replace by:*

...the waters within a line drawn from Cape Charles Lighthouse (disused) (4.25) to Cape Henry Light (4.25), and also a...

US Notice 6/12200/19

[NP69-No 12-Wk 10/19]

## Chesapeake Bay entrance - Cape Charles — Lighthouse

95

Paragraph 4.13 3 lines 5-6 *Replace by:*

...10½ miles SSE of Cape Charles Lighthouse (disused) (4.25), the route leads 3½ miles WSW, thence 2¼ miles W to the...

US Notice 6/12200/19

[NP69-No 13-Wk 10/19]

## Chesapeake Bay entrance - Cape Charles — Lighthouse

96

Paragraph 4.18 2 lines 2-4 *Replace by:*

...lanes in the NE approach is 10½ miles SSE of Cape Charles Lighthouse (disused) (4.25), in the vicinity of NCA Light Buoy (special) (36°57'·50N 75°48'·21W).

US Notice 6/12200/19

[NP69-No 14-Wk 10/19]

## Chesapeake Bay entrance - Cape Charles — Lighthouse

97

Paragraph 4.25 1 lines 2-4 *Replace by:*

Cape Charles Lighthouse (disused) (white 8-sided pyramidal framework tower, black top, 58 m in height) (37°07'·38N 75°54'·39W).

US Notice 6/12200/19

[NP69-No 15-Wk 10/19]

## Chesapeake Bay entrance - Cape Charles — Lighthouse

98

Paragraph 4.37 1 lines 2-3 *Replace by:*

Cape Charles Lighthouse (disused) (37°07'·38N 75°54'·39W) (4.25).

US Notice 6/12200/19

[NP69-No 16-Wk 10/19]

## Virginia - Chesapeake Bay - Hampton Roads Approach - Thimble Shoal — Directions; light

100

Paragraph 4.37 1 line(s) 6-8 *Replace by:*

Thimble Shoal Lighthouse (disused) (red conical tower, brown round base, 20 m in height) (37°00'·87N 76°14'·39W).

Paragraph 4.37 2 line(s) 7 *Delete*

Paragraph 4.39 2 line(s) 4-5 *Replace by:*

SSW of Thimble Shoal on which stands Thimble Shoal Lighthouse (disused) (4.37).

US Notice 22/12221/19

[NP69-No 22-Wk 26/19]



**Chesapeake Bay entrance -  
Cape Charles — Lighthouse**

**100**

Paragraph 4.37 2 line 5 *Delete*

US Notice 6/12200/19

**[NP69-No 17-Wk 10/19]**

**Virginia - Chesapeake Bay -  
Newport News — Depth**

**108**

Paragraph 4.100 1 line(s) 4 *Replace by:*

Newport News Channel — 15.2 m (50 ft).

US Notice 46/12245/19

**[NP69-No 34-Wk 52/19]**

**Virginia - Newport News -  
James River — Depths**

**109**

Paragraph 4.113 1 line 2 *For* 10.6 m (35ft) *Read* 7.6 m (25ft)

US Notice 25/12248/19

**[NP69-No 26-Wk 29/19]**

**Chesapeake Bay entrance -  
Cape Charles — Lighthouse**

**114**

Paragraph 4.164 1 lines 2-3 *Replace by:*

Cape Charles Lighthouse (disused) (37°07'·38N 75°54'·39W) (4.25).

Paragraph 4.164 2 line 2 *Delete*

US Notice 6/12200/19

**[NP69-No 18-Wk 10/19]**

**Virginia - Chesapeake Bay -  
Hampton Roads Approach -  
Thimble Shoal — Directions; light**

**114**

Paragraph 4.164 1 line(s) 6-7 *Replace by:*

Thimble Shoal Lighthouse (disused) (37°00'·87N 76°14'·39W) (4.37).

Paragraph 4.164 2 line(s) 4 *Delete*

US Notice 22/12221/19

**[NP69-No 23-Wk 26/19]**

**Chesapeake Bay entrance -  
Cape Charles — Lighthouse**

**116**

Paragraph 4.170 2 lines 2-4 *Replace by:*

...Lighthouse (disused) (37°07'·38N 75°54'·39W) (4.25) the track leads about 10 miles NNW through a channel, marked by a light buoy and numbered buoys (lateral), passing:

US Notice 6/12200/19

**[NP69-No 19-Wk 10/19]**

**Chesapeake Bay - Choptank River -  
Cambridge — Directions; leading lights**

**142**

Paragraph 5.176 3 lines 3-5 *Replace by:*

...(starboard hand) (38°34'·81N 76°03'·75W). The track then leads generally SSW through a dredged channel, marked by buoys (lateral), to the turning basin.

Paragraph 5.176 4 lines 1-7 *Delete*

US Notice 48/12263/18

**[NP69-No 10-Wk 51/18]**

**Chesapeake Bay entrance -  
Cape Charles — Lighthouse**

**169**

Paragraph 7.20 1 lines 2-3 *Replace by:*

Cape Charles Lighthouse (disused) (37°07'·38N 75°54'·39W) (4.25).

Paragraph 7.20 4 line 2 *Delete*

Cape Charles Light — as above.

US Notice 6/12200/19

**[NP69-No 20-Wk 10/19]**

**North Carolina - East of Pamlico Sound -  
Wimble Shoals — Directions; wreck**

**169-170**

Paragraph 7.23 2 lines 2-5 *Replace by:*

...over which the sea breaks in E gales. A wreck with a depth of 21 m (11 fm) lies 7½ miles ESE. Thence:

US Notice 25/11555/18

**[NP69-No 7-Wk 30/18]**

**North Carolina - Approaches to Morehead City  
— Directions; light buoy**

**176**

Paragraph 7.71 1 line 2 *For* 34°34'·82N 76°41'·56W *Read* 34°36'·66N 76°41'·20W

US Chart 11544/20

**[NP69-No 37-Wk 16/20]**

**North Carolina - Morehead City and  
Beaufort Inlet — Pilotage**

**178**

Paragraph 7.86 2 line(s) 1-10 *Replace by:*

2 Pilots are available 24 hours, boarding vessels within Pilot Boarding Area 1 (34°37'·52N 76°39'·40W). See *ADMIRALTY List of Radio Signals Volume 6(5)* for details.

US Notice U1 27/20 Coast Pilot 4 Chapter 5 paragraph 58

**[NP69-No 40-Wk 33/20]**

# NP69

## North Carolina – Approaches to Morehead City — Directions; light buoy

178

Paragraph 7.92 1 line 2 *For* 34°34'·82N 76°41'·56W *Read* 34°36'·66N 76°41'·20W

Paragraph 7.92 1 line 5 *For* 34°34'·82N 76°41'·56W *Read* 34°36'·66N 76°41'·20W

Paragraph 7.93 2 lines 7–9 *Replace by:*

The track then leads NNW to the vicinity of BM Light Buoy (safe water) (34°36'·66N 76°41'·20W).

US Chart 11544/20

[NP69–No 38–Wk 16/20]

## North Carolina – Morehead City and Beaufort Inlet — Directions; lights; alignment

179

Paragraph 7.94 1 line(s) 4–7 *Replace by:*

Middle light (white diamond, orange border, on multi-pile structure) (3¾ cables from front light).

Rear light (framework tower on platform) (9½ cables from front light).

From the vicinity of BM Light Buoy (safe water) (34°34'·82N 76°41'·56W), the alignment (011·2°) of these lights, visible...

ENC US5NC17M

[NP69–No 35–Wk 52/19]

## North Carolina – Approaches to Morehead City — Directions; light buoy

179

Paragraph 7.94 1 lines 6–7 *Replace by:*

From the vicinity of BM Light Buoy (safe water) (34°36'·66N 76°41'·20W), the alignment (011·2°) of these lights, visible...

US Chart 11544/20

[NP69–No 39–Wk 16/20]

## North Carolina – Morehead City — Directions; light

179

Paragraph 7.96 1 lines 1–9 *Replace by:*

- 1 **Range B (Morehead City Channel).** The line of bearing (127°), astern, of Morehead City Channel Warning Light A (34°41'·46N 76°39'·72W) leads through the centre of Morehead City Channel. Thence the track leads NNW to the chosen destination.

US Notice 24/11541/19

[NP69–No 25–Wk 28/19]

## North Carolina – Morehead City and Beaufort Inlet — Directions; leading lights

179

Paragraphs 7.94–7.96 including headings and existing Section IV Notices Weeks 28/19, 52/19 and 16/20 *Replace by:*

### Entry

#### 7.94

#### 1 **Range A (Beaufort Inlet Channel) leading lights:**

Front light (framework tower on platform) (34°41'·84N 76°39'·87W).

Middle light (white diamond, orange border, on multi-pile structure) (3¾ cables from front light).

Rear light (framework tower on platform) (8 cables from front light).

- 2 From the vicinity of BM Light Buoy (safe water) (34°36'·66N 76°41'·20W), the alignment (011·2°) of these lights, visible on the leading line only, leads through the centre of Beaufort Inlet Channel, marked by light buoys (lateral), to a position close SW of Shackleford Point (7.78).

- 3 **Cutoff Channel.** The track leads NNW through the centre of Cutoff Channel to the beginning of Range B (Morehead City Channel) east of Fort Macon (7.78).

**Range B (Morehead City Channel).** The line of bearing (127°), astern, of Morehead City Channel Warning Light A (34°41'·46N 76°39'·72W) leads through the centre of Morehead City Channel. Thence the track leads NNW to the chosen destination.

### Spare

#### 7.95

### Spare

#### 7.96

US Notice 37/11541/20

[NP69–No 43–Wk 45/20]

## South Carolina – Long Bay — Directions; wrecks

182

Paragraph 7.113 1 lines 3–6 *Replace by:*

SSE of a wreck (33°16'·86N 77°41'·36W) with a depth of 14·6 m, thence:

Paragraph 7.113 2 lines 1–2 *Delete*

US Notice 22/411/18

[NP69–No 6–Wk 26/18]

## North Carolina – Cape Fear River — Vertical clearance

183

Paragraph 7.125 1 line 2 *For* 50·2 m (165 ft) *Read* 65·8 m (216 ft)

US Notice 3/11537/20

[NP69–No 36–Wk 08/20]

**North Carolina - Willmington - Smith Island —  
Directions; leading lights**

184

Paragraph 7.131 3 lines 3-6 *Replace by:*

...(33°52'79N 78°00'08W).

Rear light (framework tower on multi-pile structure)  
(2¼ cables from front light).

The alignment (041.9°) of these lights leads...

US Notice 36/11534/18

[NP69-No 8-Wk 40/18]

**Charleston- Wando River —  
General information;  
vertical and horizontal clearances**

206

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

- 4 A fixed bridge (32°55'42N 79°49'55W), with a vertical clearance of 16.7 m (55 ft), spans the river at Cainhoy, about 9 miles above the entrance.

Paragraph 8.66 5 *Replace by:*

5 **Horizontal clearances:**

The fixed bridge 3 miles above the entrance has an horizontal clearance of 106.6 m (350 ft);

The fixed bridge at Cainhoy has an horizontal clearance of 27.4 m (90 ft).

US Notice 23/11524/19

[NP69-No 24-Wk 28/19]

**South Carolina - Port Royal Sound —  
Limiting conditions; depths**

208

Paragraph 8.81 1 *Replace by:*

- 1 **Controlling depths.** Project depths for the channels are as follows:

From Entrance Channel to Bay Point Reach, about 12½ miles: 8.2 m (27 ft), thence:

From Fort Fremont Reach to Port Royal Reach, about 8 miles: 7.3 m (24 ft), thence:

In the turning basin: 8.2 m (27 ft).

For the latest controlling depth the charts and the port authorities should be consulted.

- 2 **Tidal levels.** At Beaufort the mean spring range is about 2.5 m; mean neap range about 1.8 m. See information in *ADMIRALTY Tide Tables*.

US Notice 40/11516/18

[NP69-No 9-Wk 43/18]

**Georgia - Savannah — Controlling depths**

210

Paragraph 8.98 1-2 *Replace by:*

- 1 Project depth for the main channel from Tybee Range to the entrance breakwaters is 14.9 m (49 ft). Thence from New Channel Range to Whitehall Channel (8.124) the project depth reduces to 12.8 m (42 ft).

For the latest controlling depth the charts and the port authorities should be consulted.

US Notice 35/11512/19

[NP69-No 29-Wk 41/19]

**Georgia - Savannah —  
Development; entrance channel**

211

Paragraph 8.110 1 line(s) 1-5 *Replace by:*

1 Works are in progress (2019) to widen sections of the channel and increase the project depth in the inner harbour.

US Notice 35/11512/19

[NP69-No 30-Wk 41/19]

**Georgia - Savannah — Directions; lights**

212

Paragraph 8.114 1 line(s) 1-9 *Replace by:*

- 1 From the vicinity of 31°56'50N 80°36'50W, the track leads WNW in the entrance channel to a position WNW of T Light Buoy (safe water) (31°57'86N 80°43'16W).

**Tybee Leading Lights:**

Front light (red rectangle, white stripe, on framework tower) (32°00'43N 80°48'74W).

Rear light (2 miles from front light).

- 2 The alignment (298°) of these lights leads WNW for about 3¼ miles through the centre of Tybee Range, marked by light buoys (lateral), to the beginning of Bloody Point Range.

US Notice 35/11505/19

[NP69-No 31-Wk 41/19]

**Florida - Saint Marys Entrance -  
Amelia River — Depths**

224

Paragraph 9.24 1 line(s) 1-6 *Replace by:*

- 1 **Project depths.** Entrance channel has a project depth of 14.0 m (46 ft) for about 8 miles, then 13.7 m (45 ft) for the next 2 miles, then a minimum of 13.4 m (44 ft) to Kings Bay (30°47'90N 81°30'73W). The channel has least width of 147 m (482 ft).

- 2 Amelia River (9.33) channel has a project depth of 11.0 m (36 ft) to No 10 Light Buoy (30°40'53N 81°28'00W), then 8.5 m (28 ft) for the remainder of the dredged channel. The channel has a least width of 91 m (300 ft).

US Notice 26/11503/19

[NP69-No 27-Wk 30/19]

**St Marys Entrance — Pilot boarding position**

225

Paragraph 9.26 2 lines 1-3 *Replace by:*

- 2 Pilots board vessels in the vicinity of STM Light Buoy (30°42'90N 81°14'64W), or N of the entrance channel in the vicinity of 30°43'30N 81°20'00W. The pilot boat has a black...

ENC US5GA18M

[NP69-No 1-Wk 39/17]

# NP69

## Georgia - Saint Marys Entrance — Restricted area

225

Paragraph 9.27 2 line 2 *For* area is *Read* areas are

Paragraph 9.27 2 lines 5–6 *Replace by:*

...required to maintain steerage.

A second regulated navigation area is established, from 1 mile N, to 1 mile S of the entrance channel centre line, extending from the shore to the STM Light Buoy (safe water).

See Appendix V for general rules governing regulated navigation areas.

ENC US5GA18M

[NP69-No 3-Wk 45/17]

## Florida - Jacksonville — Channel; depths

229

Paragraph 9.72 1 lines 3–7 *Replace by:*

Jacksonville Harbor Barcut–3 (30°23′.87N 81°22′.09W); 12.2 m to 12.8 m (40 to 42 ft);

Main channel from Jacksonville Harbor Barcut–3 to Lower Terminal Channel (30°21′.24N 81°37′.14W); 12.2 m (40 ft);

Upper Terminal Channel (30°19′.66N 81°37′.45W); 10.4 m (34 ft);

Paragraph 9.72 2 lines 1–6 *Replace by:*

2 Mayport Entrance Channel (30°23′.82N 81°23′.93W); 15.2 m (50 ft);

Old River (Cut–A (30°23′.95N 81°30′.61W), Cut–G (30°23′.82N 81°33′.02W), Cut–F (30°24′.62N 81°32′.67W); 11.6 m (38 ft);

Blount Island Marine Terminal Entrance Channel (30°23′.75N 81°31′.00W); 11.6 m (38 ft).

Paragraph 9.72 3 lines 1–3 *Delete*

US Notice 33/11491/19

[NP69-No 28-Wk 40/19]

## Florida - Jacksonville - Saint Johns River — Vertical and horizontal clearances

230

Paragraph 9.73 4 line(s) 1–3 *Replace by:*

4 Acosta Bridge (30°19′.31N 81°39′.85W), a fixed bridge with a vertical clearance of 22.5 m (74 ft), 3 cables above Main Street Bridge.

Paragraph 9.74 2 line(s) 5–8 *Replace by:*

Acosta Bridge has a horizontal clearance of 52.4 m (172 ft).

Florida East Coast Railway Company Bridge has a horizontal clearance of 53.0 m (174 ft).

US Notice 13/11491/19

[NP69-No 21-Wk 16/19]

## Florida - Jacksonville - Mayport Entrance Channel — Directions; dangerous wreck

235

After Paragraph 9.101 1 line 9 *Insert:*

2 **Caution.** A dangerous wreck (30°23′.82N 81°24′.01W), position approximate, is situated within the entrance channel.

US Notice 29/11489/20

[NP69-No 41-Wk 35/20]

## NP69A East coasts of Central America and Gulf of Mexico Pilot (2020 Edition)

## Colombia - Cayos del Este Sudeste — Traffic regulations; restricted areas

64

Paragraph 2.7 1 *Replace by:*

1 **Traffic separation schemes** (2.41) have been established off Cabo de San Antonio (2.38) and Cayo La Tabla (2.44).

**Restricted areas.** Entry into the Cayos del Este Sudeste (2.19) is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

Colombian Chart 204/20

[NP69A-No 1-Wk 50/20]

## Colombia - Cayos del Este Sudeste — Restricted areas; caution

65–66

Paragraph 2.19 2 *Replace by:*

2 **Restricted areas.** See 2.7.

**Caution** is required when navigating in the vicinity of the bank due to strong winds and currents.

**Directions.** There are no specific directions, the chart being sufficient guide.

**Useful mark:**

Cayo Bolivar Light (red tower, white bands) (12°23′.97N 81°28′.49W).

**Anchorage** may be obtained on the W edge of the bank, outside the reef.

Colombian Chart 204/20

[NP69A-No 2-Wk 50/20]

## United States of America - Gulf of Mexico - Galveston Bay - Bolivar Roads — Anchorage

173

Paragraph 7.151 1 line(s) 3 *Replace by:*

...56 ft) in the anchorage. There are multiple obstructions within and close to the limits of the anchorage.

ENC US5TX53M

[NP69A-No 3-Wk 50/20]



## NP70 West Indies Pilot Volume 1 (2018 Edition)

## Dominican Republic — Marine reserve

6

After Paragraph 1.52 1 line 9 *Insert*:

Marine reserves, protected areas and parks are located throughout the waters of the Dominican Republic, including the extensive offshore Silver Bank and Navidad Bank. These reserves and parks have numerous restrictions and penalties apply for violations.

BA Chart 3001

[NP70-No 10-Wk 09/19]

## Dominican Republic — Marine reserve

79

After Paragraph 3.4 3 line 4 *Insert*:

- 4 **Marine parks and reserves.** Navidad Bank, Silver Bank, the S part of Mouchoir Bank and associated waters are situated within an extensive marine reserve of the Dominican Republic; restrictions and penalties apply. See 1.52.

BA Chart 3001

[NP70-No 11-Wk 09/19]

## Bahamas - Freeport — Pilotage

112

Paragraph 4.234 1 lines 5-7 *Replace by*:

Pilots for Buckeye Bahamas Hub board in position 26°28'75N 78°45'25W.

Freeport Harbour Company

[NP70-No 41-Wk 14/20]

## Bahamas - Great Bahama Bank - Ocean Cay — Port development

116

Paragraph 4.268 1-2 *Replace by*:

- 1 **Position and function.** Ocean Cay (25°25'25N 79°12'33W) is a private island operated by MSC Cruises.
- Topography.** Ocean Cay is a man-made cay which was developed from Sandy Cay.
- 2 **Controlling depth.** Entry Channel is 140 m in width with depths generally exceeding 12 m.
- Pilotage** is available from Nassau upon request. Pilots board 2 miles SW of the entrance to Entry Channel.
- Directions.** From a position in the vicinity of 25°24'48N 79°14'26W, the track leads ENE through Entry Channel, marked by light beacons (lateral), in the white sector (074°-075°) of PEL Light Beacon (25°25'04N 79°11'98W).
- Berths.** The berth is 173 m in length with a breasting dolphin and two mooring dolphins. The berth is fronted by a turning basin with a radius of 200 m.

GB Chart 461; MSC Cruises

[NP70-No 37-Wk 44/19]

## Bahamas - Great Bahama Bank - Ocean Cay — Depth; wreck

116

Paragraph 4.268 1-2 including existing Section IV Week 44/19 *Replace by*:

- 1 **Position and function.** Ocean Cay (25°25'25N 79°12'33W) is a private island operated by MSC Cruises.
- Topography.** Ocean Cay is a man-made cay which was developed from Sandy Cay.
- 2 **Controlling depth.** Entry Channel is 140 m in width with depths generally exceeding 12 m. The least depth in the turning circle is 10.5 m over a dangerous wreck (25°24'93N 79°12'25W).
- Pilotage** is available from Nassau upon request. Pilots board 2 miles SW of the entrance to Entry Channel.
- 3 **Directions.** From a position in the vicinity of 25°24'48N 79°14'26W, the track leads ENE through Entry Channel, marked by light beacons (lateral), in the white sector (074°-075°) of PEL Light Beacon (25°25'04N 79°11'98W).
- Caution.** A dangerous wreck (25°24'82N 79°13'31W) lies close NNW of the channel entrance.
- 4 **Berths.** The berth is 173 m in length with a breasting dolphin and two mooring dolphins. The berth is fronted by a turning basin with a radius of 200 m. A dangerous wreck (25°24'93N 79°12'25W) lies within the turning basin.

UKHO

[NP70-No 40-Wk 09/20]

## Bahamas - Great Bahama Bank - Ocean Cay — Anchorages

116

Paragraph 4.268 1-2 including existing Section IV Notice Week 09/20 *Replace by*:

- 1 **Position and function.** Ocean Cay (25°25'25N 79°12'33W) is a private island operated by MSC Cruises.
- Topography.** Ocean Cay is a man-made cay which was developed from Sandy Cay.
- 2 **Controlling depth.** Entry Channel is 140 m in width with depths generally exceeding 12 m. The least depth in the turning circle is 10.5 m over a dangerous wreck (25°24'93N 79°12'25W).
- Pilotage** is available from Nassau upon request. Pilots board 2 miles SW of the entrance to Entry Channel.
- 3 **Directions.** From a position in the vicinity of 25°24'48N 79°14'26W, the track leads ENE through Entry Channel, marked by light beacons (lateral), in the white sector (074°-075°) of PEL Light Beacon (25°25'04N 79°11'98W).
- A dangerous wreck (25°24'82N 79°13'31W) lies close NNW of the channel entrance.
- 4 **Anchorage** is available in the following positions:
- 25°25'20N 79°14'30W;  
25°24'20N 79°13'90W;  
25°23'40N 79°13'60W;  
25°22'00N 79°12'70W;  
25°21'38N 79°12'52W.

# NP70

- 5 **Berths.** The berth is 173 m in length with a breasting dolphin and two mooring dolphins. The berth is fronted by a turning basin with a radius of 200 m. A dangerous wreck (25°24'93N 79°12'25W) lies within the turning basin.

MSC Cruise Management (UK)

[NP70-No 43-Wk 30/20]

## United States of America - Straits of Florida - Through route — Data collecting buoy

119

Paragraph 5.9 1 line 5 *For* 28°31'30N 80°11'30W *Read* 28°30'40N 80°11'10W

US Notice U1 5/11009/19

[NP70-No 9-Wk 09/19]

## United States of America - Straits of Florida — Data collection buoy

119

After Paragraph 5.9 1 line 6 *Insert:*

ODAS A CDIP STA 244 (24°24'43N 81°58'01W).

US Notice 32/4148/19

[NP70-No 35-Wk 38/19]

## United States of America - East coast - Florida - Port Canaveral — Depths

123

Paragraph 5.37 1 lines 1-7 *Replace by:*

### 1 Project depths:

Cut-1A, 1B, Cut-1, Cut-2	14 m (46 ft)
Cut-2 (44), Cut-3	13.4 m (44 ft)
Middle Turning Basin Access Channel	10.7 m (35 ft)
West Access Channel	13.1 m (43 ft)
West Turning Basin Lower	10.7 m (35 ft)

US Chart 11478

[NP70-No 1-Wk 49/18]

## United States of America - East coast - Florida - Port Canaveral — Traffic regulations

124

Paragraph 5.43 2 line 2 *For East Read* Trident

Paragraph 5.43 2 line 13 *For East Read* Trident

US Chart 11478

[NP70-No 2-Wk 49/18]

## United States of America - East coast - Florida - Port Canaveral — General layout; directions; basins

125

Paragraph 5.47 1 lines 1-6 *Replace by:*

- 1 An E-W channel, consisting of Cut-2, Cut-3, Middle Turning Basin Access Channel, West Access Channel, West Turning Basin Lower and the Canaveral Barge Canal connects the Atlantic Ocean with the Intracoastal Waterway (1.40). The city of Canaveral stands on the S side of the channel; on the N side lie Trident, Middle and West Basins.

Paragraph 5.51 1 line 8 *For* Outer Reach *Read* Cut-1A, Cut-1B and Cut-1

Paragraph 5.51 2 line 2 *For* Outer Reach Channel *Read* Cut-1B

Paragraph 5.51 3-4 *Replace by:*

- 3 The alignment (269.8°) of these lights leads through Cut-2, Cut-2 (44), Cut-3, Middle Turning Basin Access Channel, West Access Channel and West Turning Basin Lower, marked by light buoys and light beacons, passing S of Trident Basin, Middle Basin and West Basin.

### Trident Basin Leading Lights:

Front light (red rectangle, white stripe, on framework tower) (28°25'16N 80°35'89W).

- 4 Rear light (similar structure) (1¼ cables from front light).

The alignment (326.1°) of these lights leads into Trident Basin.

From the W side of Middle Basin, the Canaveral Barge Canal runs past West Basin to join the Intracoastal Waterway in Banana River passing S of the West Access Channel.

Paragraph 5.52 1 line 1 *For East Read* Trident

US Charts 11478; 11481

[NP70-No 3-Wk 49/18]

## United States of America - East coast - Florida - Port Canaveral — Basins and berths

125

Paragraph 5.52 1 lines 5-7 *Replace by:*

This basin (28°24'72N 80°36'53W) is for cargo and military purposes:

North piers 1-2 (28°24'72N 80°36'53W), multipurpose, with a combined berthing space of 393 m and depths alongside of about 11.6 m. A RoRo facility is situated at the N end of North Pier 1.

Poseidon Pier is restricted, for military use only. See 5.43.

After Paragraph 5.52 1 line 11 *Insert:*

Container terminal, on the E side of the basin includes North Cargo Berths 5/6 with 571 m continuous quay length, least depth about 10.9 m.

BA Chart 3692/19

[NP70-No 7-Wk 06/19]

**United States of America - East coast -  
Florida - Port Canaveral — Basins and berths**

**125-126**

Paragraph 5.53 *Replace by:*

**1 Access Channels, south side:**

Cruise terminal berth 1 (28°24'·52N 80°36'·71W) is 432 m in length and has a maximum permitted draught of 11·1 m alongside.

Cruise terminal berths 2-4 (28°24'·53N 80°35'·90W) have a combined length of 656 m with depth alongside of 9·7 m (2016).

**2 Tanker berth 1 (28°24'·54N 80°36'·46W), with 104 m of berthing space and depths alongside from 12·1 to 12·4 m.**

South cargo piers 1-3 (28°24'·54N 80°36'·26W) have a combined length of 492 m with depths alongside from 10·9 to 12·1 m. No 4 cargo pier, W of the tanker berth, has a depth alongside of 12·4 m.

**3 West Access Channel, north side:**

North piers 3-4, each with 122 m of berthing space and maximum draught alongside of 9·6 m.

BA Chart 3692/19

[NP70-No 8-Wk 06/19]

**United States of America - East coast - Florida -  
Miami — Limiting conditions**

**132**

Paragraph 5.117 *1 Replace by:*

**1 Project depths:**

Cut 1 (Outer Bar Cut)	15·8 m (52 ft)
Cut 2 (Widener)	15·8 m (52 ft)
Cut 3 (Bar Cut)	15·2 m - 11·0 m (50 ft - 36 ft)
Cut 4 (Government Cut)	11·0 m (36 ft)
Fisher Island Turning Basin (Main Channel)	15·2 m (50 ft)
Fishermans Channel (South Ship Channel) (Lummus Island Cut)	15·2 m (50 ft)
Lummus Island Turning Basins	15·2 m (50 ft)
Dodge Island Cut	10·4 m (34 ft)

Paragraph 5.118 *1 lines 1-5 Replace by:*

**1 The least project width for Cuts 1 to 4, Fishermans Channel and Dodge Island Cut is 122 m (400 ft).**

US Notice 27/11465/19

[NP70-No 33-Wk 33/19]

**United States of America - East coast - Florida -  
Miami — Directions**

**134-135**

Paragraph 5.130 *1 lines 1-8 including heading Replace by:*

**Main entrance channel  
5.130**

**1 Cut 1 Leading Lights:**

Front light (25°45'·22N 80°07'·30W).

Rear light (3¼ cables from front light).

From a position in the vicinity of M Light Buoy (safe water) (25°46'·10N 80°05'·00W), the alignment (249·5°) of these lights leads through Cut 1, towards the dredged area S of No 6 and No 8 Light Buoys.

**2 Cut 2 Leading Lights:**

Front light (25°45'·25N 80°06'·63W).

Rear light (6½ cables from front light).

**3 The alignment (114·8°), astern, of these lights leads between the training walls to a position NNE of Fisher Island.**

Thence the track either continues WNW through Cuts 2 to 4 of the main entrance channel, or leads W through Fishermans Channel, to the requisite berth.

**Caution.** Identification of the entrance to Miami is difficult at night due to the extent and brilliance of the city lights.

Paragraph 5.131 including heading *Replace by:*

**Spare  
5.131**

US Notice 27/11465/19

[NP70-No 34-Wk 33/19]

**United States of America - Florida - Key West —  
Pilotage**

**139**

Paragraph 5.175 *1 line(s) 4 For 1½ miles Read 2 miles*

US Notice 32/US Coast Pilot 4; US Chart 11/19

[NP70-No 36-Wk 38/19]

**United States of America - Florida - Dry  
Tortugas — Directions; buoyage**

**143**

Paragraph 5.204 *2 lines 1-10 Replace by:*

**2 SSW of a tower (disused lighthouse) (24°34'·74N 82°35'·12W) which stands on Rebecca Shoal, a coral bank, thence:**

SSW of Dry Tortugas (24°39'·00N 82°52'·00W) (5.209). An ATBA surrounds the Dry Tortugas National Park (see 5.139).

US Notice 16/1113/19

[NP70-No 26-Wk 20/19]

**Dominican Republic — Marine reserve**

**147**

*After Paragraph 6.6 1 line 12 Insert:*

**Regulations**

**6.6a**

**1 Marine reserves.** The following areas lie within marine reserves, protected areas or parks within Dominican Republic waters. Restrictions and penalties for violations apply. Local authorities should be consulted, especially if anchoring or waiting off. See also 1.52.

# NP70

- 2 Bahía de Samaná (6.8) and coastal areas from the vicinity of Punta Rey (19°01'·82N 68°58'·09W) to the vicinity of Cabo Francés Viejo (19°40'·01N 69°56'·24W), and extending seaward to the off-lying banks (3.4), lie within a marine reserve where restrictions and penalties apply.
- 3 Banco de Monte Cristi (6.37), portions of which comprise a marine park extending generally between the vicinity of Punta de Buren (19°52'·28N 71°12'·68W) to the vicinity of Isla Cabras (19°53'·32N 71°40'·13W).  
Cayos Siete Hermanos (The Seven Brothers) (19°53'·70N 71°50'·00W) (6.45).

BA Chart 3001 [NP70-No 12-Wk 09/19]

## Dominican Republic — Marine reserve

148

After Paragraph 6.14 1 line 6 *Insert:*

**Caution**, see 6.6a.

After Paragraph 6.15 1 line 11 *Insert:*

**Caution**, see 6.6a.

After Paragraph 6.16 1 line 5 *Insert:*

**Caution**, see 6.6a.

BA Chart 3001 [NP70-No 13-Wk 09/19]

## Dominican Republic — Marine reserve

149

After Paragraph 6.17 3 line 2 *Insert:*

**Caution**, see 6.6a.

After Paragraph 6.18 1 line 4 *Insert:*

**Caution**, see 6.6a.

After Paragraph 6.19 1 line 5 *Insert:*

**Caution**, see 6.6a.

After Paragraph 6.25 2 line 7 *Insert:*

**Caution**, see 6.6a.

BA Chart 3001 [NP70-No 14-Wk 09/19]

## Dominican Republic — Marine reserve

150

After Paragraph 6.26 1 line 6 *Insert:*

**Caution**, see 6.6a.

BA Chart 3001 [NP70-No 15-Wk 09/19]

## Dominican Republic — Marine reserve

155

After Paragraph 6.60 1 line 9 *Insert:*

**Caution**, see 6.6a.

After Paragraph 6.61 1 line 9 *Insert:*

**Caution**, see 6.6a.

BA Chart 3001 [NP70-No 16-Wk 09/19]

## Cuba - North coast - Bahía de Levisa — Limiting conditions; controlling depth

163

Paragraph 7.24 1 line(s) 1-3 *Replace by:*

- 1 **Controlling depth.** Depths within the buoyed entrance channel generally exceed 20 m. Depths in the fairway leading W towards Nicaro pier generally exceed 9 m.

Paragraph 7.26 2 line(s) 6 *For* 10 m *Read* 9 m

Cuban Chart 11879/16 [NP70-No 31-Wk 27/19]

## Cuba - North coast - Puerto de Cárdenas — Controlling depths

172

Paragraph 7.91 1 line 2 *For* 5-6 m *Read* 2-3 m

Paragraph 7.91 1 line 4 *For* 5-1 m *Read* 2-5 m

Cuban Chart 11842 (2019) [NP70-No 38-Wk 03/20]

## Cuba - North coast - Puerto de Cárdenas — Anchorages

172-173

Paragraph 7.92 1-3 *Replace by:*

- 1 **Port operations.** Vessels are only allowed to enter or depart in daylight. A speed restriction of 6 kn applies when passing through the channels.

**Pilotage** is compulsory; pilots (7.114) board off Matanzas.

- 2 **Tugs** are compulsory.

### Regulations concerning entry:

Traffic in the channel is one way only.

In Canal de los Barcos vessels entering must give way to laden vessels leaving the port.

Cuban Chart 11842 (2019) [NP70-No 39-Wk 03/20]

## Cuba - North coast - La Habana — Basins and berths; alongside depths

179

Paragraph 7.135 5 line(s) 3 *For* 9-4 to 9-9 m *Read* 7-8 to 8-8 m

Cuban Chart 11830/19 [NP70-No 32-Wk 27/19]



**Dominican Republic — Marine reserve**

185

After Paragraph 8.6 1 line 19 *Insert*:

**Regulations**

**8.6a**

- 1 In addition to the regulations regarding coastal anchorages (8.3), extensive areas of Dominican Republic waters lie within marine reserves, protected areas or parks. Restrictions and penalties for violations apply. Local authorities should be consulted, especially if anchoring or waiting off. See also 1.52.

BA Chart 3001

[NP70-No 17-Wk 09/19]

**Dominican Republic — Marine reserve**

187

After Paragraph 8.25 1 line 2 *Insert*:

**Caution**, see 1.52.

BA Chart 3001

[NP70-No 18-Wk 09/19]

**Dominican Republic - South coast -  
San Pedro de Macoris — Berths; terminal**

188

Paragraph 8.29 2 lines 5-7 *Delete*

Dominican Chart 25849 (Plan B1)/18

[NP70-No 27-Wk 22/19]

**Dominican Republic - South coast -  
San Pedro de Macoris — Berths; terminal**

188

After Paragraph 8.30 1 *Insert*:

**Puerto La Cana**

**8.30a**

- 1 **General information.** Puerto La Cana (18°26'50N 69°15'25W) is an oil and LPG facility located about 2 miles E of Punta Pescadero (8.13). It consists of an angled pier with dolphins and a CBM.

**Port authority.** See 8.23.

**Pilotage.** Pilots board in position 18°25'33N 69°15'85W.

- 2 **Directions.** The terminal is approached from S in waters clear of dangers.

**CBM leading lights:**

Front light (18°26'52N 6°15'32W).

Rear light (about 1¼ cables from front light).

The alignment (355°) of these lights leads N to the CBM.

- 3 **Pier leading lights:**

Front light (18°26'31N 69°15'09W).

Middle light (1½ cables from front light).

Rear light (3¼ cables from front light).

The alignment (309°) of these lights leads NW to the berth. The approach is marked by light buoys (starboard hand).

- 4 **Berths.** The pier (18°26'36N 69°15'16W) has two berths with charted depths alongside of about 16 m. It has been reported that vessels up to 80 000 tonnes and 255 m in length can be accommodated. The CBM (18°26'10N 69°15'28W) is suitable for vessels up to 12.5 m in draught, 227 m in length and 72 000 dwt. For further details, the port authority should be consulted.

Dominican Chart 25849 (Plan B1)/18

[NP70-No 28-Wk 22/19]

**Dominican Republic - South coast -  
Puerto La Cana — Directions; leading lights**

188

Paragraph 8.30a 2 existing Section IV Notice week 22/19  
*Replace by*:

- 2 **Directions.** The terminal is approached from S in waters clear of dangers.

**CBM leading lights:**

Front light (18°26'52N 69°15'32W).

Rear light (about 1¼ cables from front light).

The alignment (355°) of these lights leads N to the CBM.

UKHO

[NP70-No 44-Wk 51/20]

**Dominican Republic — Marine reserve**

188

After Paragraph 8.31 1 line 2 *Insert*:

**Caution**, see 1.52.

After Paragraph 8.32 1 line 6 *Insert*:

**Caution**, see 1.52.

After Paragraph 8.33 1 line 3 *Insert*:

**Caution**, see 1.52.

After Paragraph 8.34 2 line 3 *Insert*:

**Caution**, see 1.52.

After Paragraph 8.35 1 line 4 *Insert*:

**Caution**, see 1.52.

BA Chart 3001

[NP70-No 19-Wk 09/19]

**Dominican Republic — Marine reserve**

189

After Paragraph 8.41 1 line 5 *Insert*:

**Caution.** Vessels should not approach, wait or anchor close W of Cape Caucedo where a marine park is situated. See 8.6a and 1.52.

BA Chart 3001

[NP70-No 20-Wk 09/19]

# NP70

## Dominican Republic — Marine reserve

196

After Paragraph 8.105 1 line 4 *Insert:*

**Caution**, see 1.52.

BA Chart 3001

[NP70-No 21-Wk 09/19]

## Dominican Republic — Marine reserve

197

After Paragraph 8.113 1 line 2 *Insert:*

**Caution**, see 1.52.

After Paragraph 8.115 1 line 4 *Insert:*

**Caution**, see 1.52.

After Paragraph 8.117 1 line 8 *Insert:*

**Caution**, see 1.52.

After Paragraph 8.118 2 line 5 *Insert:*

**Caution**, see 1.52.

After Paragraph 8.119 2 line 4 *Insert:*

**Caution**, see 1.52.

BA Chart 3001

[NP70-No 22-Wk 09/19]

## Dominican Republic — Marine reserve

199

After Paragraph 8.136 1 line 4 *Insert:*

**Caution**, see 1.52.

After Paragraph 8.138 1 line 4 *Insert:*

**Caution**, see 8.7 and 1.52.

After Paragraph 8.139 1 line 4 *Insert:*

**Caution**, see 8.7 and 1.52.

After Paragraph 8.140 1 line 5 *Insert:*

**Caution**, see 8.7 and 1.52.

After Paragraph 8.141 1 line 8 *Insert:*

**Caution**, see 8.7 and 1.52.

After Paragraph 8.142 1 line 8 *Insert:*

**Caution**, see 1.52.

BA Chart 3001

[NP70-No 23-Wk 09/19]

## Cuba - South coast - Bahía Santiago de Cuba — Anchorage; depths

214-215

Paragraph 9.45 1-4 *Replace by:*

1 Anchor berths with good holding ground, are available as follows:

No 1 (19°59'10N 75°52'83W), in depths from 13 to 15 m, clay. Vessels should anchor on the alignment (146°) of the church on Cayo Granma (9.38) and Morro de Santiago de Cuba Light (9.42).

No 2 (20°00'19N 75°51'64W), in depths from 8 to 10 m, mud and clay.

2

No 3 (20°00'39N 75°51'61W), in depths from 6 to 8 m, mud and chalk.

No 4 (20°00'72N 75°51'31W) (WNW of Punta de la Cruz), in depths from 6 to 10 m, mud and chalk.

No 5 (20°01'13N 75°50'81W) (W of Espigón Romero (9.46)), in depths from 4 to 6 m, mud and chalk.

3

No 6 (20°01'25N 75°50'60W) (WNW of Espigón Romero), in depths from 5 to 12 m, mud and chalk.

Cuban Chart 11905/19

[NP70-No 30-Wk 27/19]

## Cuba - South coast - Casilda — Berths

224

Paragraph 9.124 2 line(s) 1-5 *Replace by:*

2

**Alongside berths.** An L-shaped pier with two berths. No 1 on the W side is 105 m in length with depths alongside of about 7 m. An obstruction with a depth of 5.5 m lies close W of the berth; No 2 on the S side is 85 m in length with depths alongside of about 6 m.

Cuban Chart 11731; ENC CU511935

[NP70-No 29-Wk 25/19]

## Jamaica - South-east coast - Port Royal — Alongside berths; cruise terminal

251

After Paragraph 10.144 1 line 2 *Insert:*

**Port Royal Cruise Port** (17°56'53N 76°50'21W). Ships moor between a buoy (17°56'59N 76°50'45W) at the stern and shore bollards. A floating pier, consisting of three articulated self-propelled pontoon sections, capable of extending approximately 230 m from the shore, connects to the passenger door.

UKHO H102 HMS *Medway*

[NP70-No 42-Wk 15/20]

## Jamaica - Portland Bight - Approaches to Port Esquivel — Directions

255

Paragraph 10.158 1 line 2 *Replace by:*

...track leads NNE, passing ESE of New Fortress LNG Terminal (17°50'68N 77°06'98W), to the approaches to Port Esquivel...

GB Chart 457/19

[NP70-No 24-Wk 12/19]

## Jamaica - South coast - Portland Bight — Old Harbour LNG Terminal

256

After Paragraph 10.165 1 line 2 *Insert:*

## Old Harbour LNG Terminal

### General information

10.165a

1

**Position and function.** Old Harbour LNG Terminal (17°50'68N 77°06'98W) is a LNG reception facility serving Old Harbour Power Station.

**Arrival information****10.165b**

- 1 **Pilotage** is compulsory.

**Basins and berths****10.165c**

- 1 **Berth.** The terminal is an offshore structure in depths of 15 m with the FSRU *Golar Freeze* acting as floating storage. LNG bunkering from the facility is planned (2018).

New Fortress Energy [NP70-No 4-Wk 49/18]

**Jamaica - Portland Bight; Approaches to Port Esquivel — Terminal name**

256

Paragraph 10.165a 1 Existing Section IV Notice Week 49/18 *Replace by:*

**New Fortress LNG Terminal**

**General information****10.165a**

- 1 **Position and function.** New Fortress LNG Terminal (17°50'68N 77°06'98W) is an LNG reception facility serving Old Harbour Power Station.

GB Chart 457/19 [NP70-No 25-Wk 12/19]

**Jamaica - South coast - Portland Bight — Anchorage**

257

Paragraph 10.175 2 line 3 *Replace by:*

...of fine grey sand over mud, clear of a pipeline that transverses the bay. Care must be taken to...

New Fortress Energy [NP70-No 5-Wk 49/18]

**Cayman Islands — Restricted marine areas and marine parks**

261

Paragraph 10.213 1 lines 1-6 *Replace by:*

- 1 Several marine parks have been established around the coast of Grand Cayman, Cayman Brac and Little Cayman. Within these parks, various regulations including anchoring restrictions have been implemented in order to protect the coral reef. It is an offence to anchor where it would cause damage to coral anywhere in Cayman waters. See Appendix IX. For further details the local authorities should be consulted.

Correspondence Cayman Islands 12/18 [NP70-No 6-Wk 03/19]

**NP71 West Indies Pilot Volume 2 (2017 Edition)****Dominican Republic — Marine reserve**

7

*After Paragraph 1.53 1 line 9 Insert:*

Marine reserves, protected areas and parks are located throughout the waters of the Dominican Republic, including the islands and offshore banks. These reserves, protected areas and parks have numerous restrictions and penalties apply for violations.

BA Chart 3001 [NP71-No 43-Wk 09/19]

**Anguilla - Sombrero Island — Directions; light**

62

Paragraph 2.17 1 lines 5-7 *Replace by:*

Sombrero Light (white column) (18°35'20N 63°25'59W), reported unreliable (2016), situated near the centre of Sombrero Island (2.14).

Paragraph 2.18 including heading *Replace by:*

**Spare  
2.18**

Anguilla Maritime Administration [NP71-No 18-Wk 16/18]

**Dominican Republic - South coast - Punta Palmillas to Bayahibe — Anchorage; marine reserve**

68

Paragraph 2.52 1 lines 1-5 *Replace by:*

- 1 **Anchorage** with permission may be obtained almost anywhere off the W coast of Isla Saona and the SE extremity of Hispaniola, between Punta Palmillas (18°12'25N 68°45'15W) and Bayahibe (Bayajibe) (18°22'00N 68°50'50W). See 1.53. Particular positions are as follows:

*After Paragraph 2.53 1 line 6 Insert:*

**Caution,** see 1.53.

BA Chart 3001 [NP71-No 44-Wk 09/19]

**British Virgin Islands - Virgin Gorda - North Sound — Directions; buoyage**

80

Paragraph 3.57 1-4 *Replace by:*

- 1 When Gnat Point (18°29'81N 64°22'83W) bears 177°, the track leads 170° to the entrance of the deep-water channel, passing:  
E of Mosquito Rock (18°31'06N 64°23'34W) (3.46), thence:  
2 E of Colquhoun Reef (18°30'83N 64°23'10W), which extends nearly 6 cables SE from Mosquito Rock. This reef, which dries and on which the sea breaks, is reported to be visible at all tides and to be steep-to on its NE side. Thence:  
W of Cactus Reef (18°30'73N 64°22'67W), thence:

# NP71

- 3 When clear of the channel, pass E of the bank extending S from Colquhoun Reef, thence:  
From this position the track leads SE for about 3½ cables to the anchorage.

Paragraph 3.57 5 line 1 *Replace by:*

## 4 Anchorages.

GB Chart 2020/19

[NP71-No 46-Wk 16/19]

### Virgin Islands - The Narrows — Directions; depths

90

Paragraph 3.142 2 lines 6-12 *Replace by:*

SSW of an isolated shoal patch with a depth of 7.7 m (18°22'48N 64°41'50W), reported (2016), thence:

NNE of Gowed Point (18°21'13N 64°40'85W) the bluff end of a spur from a hill which projects prominently between Mennebeck Bay (18°21'30N 64°41'00W) and Haulover Bay (18°21'00N 64°40'65W), thence:

SSW of an isolated shoal patch, with a depth of 9.4 m (18°22'75N 64°39'58W), thence:

SSW of an isolated shoal patch with a depth of 5.5m (18°22'05N 64°39'40W), reported (2016), thence:

BA Chart 2005

[NP71-No 6-Wk 40/17]

### Virgin Islands - Tortola - Road Harbour — Alongside berths

96

Paragraph 3.190 2 lines 1-6 *Replace by:*

- 2 **Road Town Jetty** (18°25'13N 64°37'08W) has two jetties, offering a total of 190 m of berthing space with a depth alongside of 3.65 m, providing berths for ferries and small cruise vessels. The passenger terminal lies between the jetties.

Paragraph 3.190 3 lines 1-9 *Replace by:*

- 3 **Cruise Ship Jetty** (18°25'30N 64°36'74W) extends 400 m SE from the E corner of Wickhams Cay 1 (18°25'28N 64°36'89W), with a width of 18.0 m, and a lighted dolphin at the seaward end. Depths alongside range from 10 m at the landward end to 15 m to seaward, and vessels up to 130 000 gt and 340 m in length have used the jetty.

Oceanside Solutions

[NP71-No 1-Wk 18/17]

### Virgin Islands - Saint John - Windward Passage - Blunder Rocks — Wreck

101

*After Paragraph 3.225 3 line 2 Insert:*

SE of a dangerous wreck (18°21'82N 64°47'67W), position approximate, thence:

US Notice 11/25641/20

[NP71-No 65-Wk 17/20]

### Virgin Islands - Saint Croix - Hams Bluff — Directions; light

111

Paragraph 3.293 including heading *Replace by:*

**Spare  
3.293**

US Notice 40/25640/2017

[NP71-No 8-Wk 44/17]

### Virgin Islands - Saint Croix - Hams Bluff — Light

115

Paragraph 3.333 1 lines 8-10 *Delete*

Paragraph 3.334 2 line 4 *Replace by:*

NNW of Hams Bluff Light (white round tower) (17°46'15N 64°52'25W), exhibited from Hams Bluff (3.333).

US Notice 40/25640/2017

[NP71-No 9-Wk 44/17]

### Virgin Islands - Saint Croix - Port Alucroix - Krause Lagoon Channel — Directions; wreck

119

*After Paragraph 3.375 1 line 2 Insert:*

**Caution.** A dangerous wreck (17°42'11N 64°46'22W) lies in the SW part of the turning basin.

ENC US5PR11M

[NP71-No 66-Wk 22/20]

### Puerto Rico - West coast - Bahía de Mayagüez — Directions; obstruction

139

Paragraph 4.126 2 lines 1-4 *Replace by:*

- 2 N of an obstruction with a depth of 4.8 m (16 ft) (18°12'95N 67°09'80W), marked by Bahía de Mayagüez Light Buoy No 6 (starboard hand).

US Notice U1 5/11009/19

[NP71-No 42-Wk 09/19]

### Puerto Rico - Bahía de Ponce — Basins and berths; anchorage

169

*After Paragraph 4.393 2 line 1 Insert:*

A pipeline area extending S from the shore in the vicinity of 17°58'84N 66°38'75W.

US Notice 23/25683/19

[NP71-No 47-Wk 27/19]



**Saint Barthélemy - Baie de Saint-Jean —  
Restricted area**

179

After Paragraph 5.21 2 line 7 *Insert*:

**Restricted area**

**5.21a**

- 1 Restrictions apply within an area E of the airport (17°54'27N 62°50'61W) as follows:

Entry to Baie de Saint-Jean (17°54'37N 62°50'22W) is prohibited to all vessels with an air draught greater than 10 m. The N limit of the prohibited area is marked by SJ1 and SJ2 Light Buoys (special).

For further details, contact local authorities.

French Notice 8/264/19

[NP71-No 45-Wk 11/19]

**Anguilla - Seal Island — Directions; depth**

181

Paragraph 5.32 3 lines 5–6 *Replace by*:

...SW of Seal Island. A 9.4 m patch (18°14'93N 63°08'27W) lies in the channel ESE of North Wager. Thence:

Paragraph 5.32 4 lines 1–2 *Delete*

BA Chart 2047

[NP71-No 16-Wk 16/18]

**Anguilla - Crocus Bay — Wreck; depth**

182

Paragraph 5.43 2 lines 2–6 *Replace by*:

...within 1 mile SW of Flat Cap Point but, with the exception of a 5.1 m coral patch (18°13'54N 63°05'02W) and a wreck (18°12'81N 63°05'59W), the bay is clear of dangers.

BA Chart 2047

[NP71-No 17-Wk 16/18]

**Leeward Islands - Saint Martin -  
West side - Baie de Marigot — Pilotage**

183

Paragraph 5.58 1 line(s) 2 *Replace by*:

...required. Pilotage is compulsory for all commercial vessels over 80 m LOA, visiting the port for the first time. Pilot boards about 5 cables WNW of Galisbay Pier, south of the light buoy at Banc de Médée.

French Notice 35/H5 (2020) 3.4.4.3/20

[NP71-No 67-Wk 41/20]

**Sint Maarten - Cole Bay — Anchorage**

184

After Paragraph 5.66 2 line 2 *Insert*:

**Outer anchorage** lies S of the terminal as follows:  
Cole Bay Anchorage (18°00'70N 63°05'20W), in depths of about 13 m.

Netherlands Notice 39/347/19

[NP71-No 53-Wk 44/19]

**Sint Maarten - Simson Baai — Anchorage**

184

After Paragraph 5.68 1 line 5 *Insert*:

**Outer anchorages** lie S of Simson Baai as follows:  
Anchorage 1 (18°00'50N 63°06'50W), in depths of about 30 m;  
Anchorage 2 (18°01'00N 63°07'00W), in depths of about 26 m;

Netherlands Notice 39/347/19

[NP71-No 54-Wk 44/19]

**Leeward Islands - Saint Christopher —  
Marine Management Areas**

195

After Paragraph 5.164 2 line 8 *Insert*:

**Marine management areas**

**5.164a**

- 1 The waters surrounding St Christopher and Nevis have been designated Marine Management Areas. Numerous regulations, including restrictions on anchoring, apply. Mariners are requested to contact the port authority (5.210) for the latest information on restrictions.

Dept. Maritime Affairs St Christopher 03/20

[NP71-No 62-Wk 15/20]

**Leeward Islands - Nevis —  
Marine Management Areas**

195

After Paragraph 5.166 2 line 7 *Insert*:

**Marine management areas**

**5.166a**

- 1 See 5.210.

Dept. Maritime Affairs St Christopher 03/20

[NP71-No 63-Wk 15/20]

**Saint Kitts - Basseterre — Anchorages**

200

Paragraph 5.213 Including heading *Replace by*:

**Outer anchorages**

**5.213**

- 1 Designated anchorage for commercial vessels over 24 m in length but less than 500 gt:  
17°16'65N 62°42'35W, depth about 12 m.

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Designated anchorages for commercial vessels over 500 gt:

17°16'·20N 62°41'·80W, depth about 12 m;

17°16'·61N 62°42'·71W, depth about 16 m;

17°16'·57N 62°43'·41W, depth about 20 m.

- 2 Pleasure craft and yachts may anchor in Majors Bay (17°13'·30N 62°38'·80W). White House Bay (17°15'·20N 62°39'·90W) or Frigate Bay (17°16'·60N 62°41'·50W).

## Pilots and tugs

### 5.213a

- 1 **Pilotage** is not compulsory but a fee is charged whether a Pilot is used or not. Pilots board 9 cables SSW of Saint Kitts Deep Water Port (5.221).

Department of Maritime Affairs, St Kitts and Nevis

[NP71-No 58a-Wk 10/20]

## Saint Kitts - Basseterre — Obstructions

### 200

Paragraph 5.219 1 line 3 *Replace by:*

...depth of about 14 m, fine sand and shells, noting an obstruction (17°17'·03N 62°42'·86W) lying close E.

After Paragraph 5.220 1 line 9 *Insert:*

- 2 **Caution.** A number of obstructions lie in the vicinity of the mooring buoys.

UKHO

[NP71-No 56-Wk 04/20]

## Saint Kitts - Basseterre — Anchorages

### 200

Paragraph 5.219 Including heading and existing Section IV Notice Week 04/20 *Replace by:*

## Basins and berths

### Spare 5.219

Department of Maritime Affairs, St Kitts and Nevis

[NP71-No 58b-Wk 10/20]

## Nevis - Charlestown — Anchorages

### 202

Paragraph 5.235 1 *Replace by:*

- 1 **Anchorages:**

The designated anchorages for commercial vessels visiting Nevis are:

Off Long Point Port (17°06'·58N 62°37'·72W);

Off Charlestown (17°08'·40N 62°38'·52W).

Pleasure craft and yachts may anchor off the Four Seasons Resort (17°09'·23N 62°38'·20W).

Department of Maritime Affairs, St Kitts and Nevis

[NP71-No 59-Wk 10/20]

## Saint Kitts and Nevis - The Narrows — Directions

### 206

Paragraph 5.271 1-2 *Replace by:*

- 1 **The Narrows.** Local authorities recommend vessels pass NW of Booby Islet (5.266) and Cow Rocks when using the Narrows.

From a position about 4 cables N of Booby Islet, the recommended route leads generally SW, passing:

NW of Booby Islet (17°13'·60N 62°36'·62W), thence:

Clear of a 5·8 m patch (17°13'·73N 62°36'·98W), thence:

NW of a 5·5 m patch (17°13'·13N 62°36'·72W), thence:

SE of a 5·5 m patch (17°13'·45N 62°37'·42W), thence:

- 2 NW of Cow Rocks (17°12'·83N 62°37'·26W), marked by a light beacon (isolated danger), lying near the middle of the channel, at the NW extremity of a broad spit, with depths of 3·7 m, extending NW from the coast of Nevis, thence:

Correspondence St. Kitts and Nevis

[NP71-No 55-Wk 03/20]

## Nevis - The Narrows — Anchorages

### 206

Paragraph 5.272 1 *Replace by:*

- 1 Pleasure craft and yachts may anchor in position 17°11'·96N 62°37'·42W, in the SW part of The Narrows, in a depth of about 6 m.

Department of Maritime Affairs, St Kitts and Nevis

[NP71-No 60-Wk 10/20]

## Antigua - Saint Johns — Directions; oil terminal

### 212

Paragraph 5.326 4 lines 1-6 *Replace by:*

- 4 Thence adjust track to pass clear of the oil terminal (5.337) and associated CBMs, and N of Warrington Bank (17°08'·90N 61°53'·20W), marked on its N side by a light buoy (N cardinal), into Saint John's Road; or pass W of the bank to a position 2 miles WNW of James Bluff, where the Pilot embarks (5.321).

West Indies Oil Company

[NP71-No 49-Wk 40/19]

## Antigua - Saint Johns — Oil terminal; buoyage

### 213-214

Paragraph 5.337 1-3 *Replace by:*

- 1 The terminal consists of the Sea Island Jetty (Oil Berth) (17°09'·03N 61°52'·14W) and CBM berths about 5 cables NW (outer) and 1½ cables NNW (inner).

The terminal approach lies within the white sector of a light (17°08'·58N 61°50'·40W) which leads through a channel marked by light buoys (lateral) to the jetty turning basin or inner CBM berth.

2 Sea Island Jetty has a length of about 236 m and depths of 10.6 m to 12.5 m alongside and is situated midway along a pipeline extending from the coast. It is reported to accommodate vessels with a maximum draught of 9.7 m. The berth consists of a steel and concrete jetty, about 60 m in length, flanked by dolphins which are joined by catwalks. The line of the jetty is 286°–106°, with vessels berthed either side-to on its S side. Working lights are used at night, permitting night berthing.

3 It is advised that the jetty should not be approached via the channel from the S between Middle Ground and James Ground. Tugs may be required as the jetty is exposed to swell and prevailing winds.

Mooring buoys of the CBM berths are positioned in depths of about 13 m (outer) and about 11 m (inner). The berths are reported to accommodate vessels with a maximum draught of about 13.4 m (outer) and 9.0 m (inner).

West Indies Oil Company [NP71-No 50-Wk 40/19]

**Guadeloupe - Basse-Terre —  
Marine reserve; prohibited anchorage**

231

After Paragraph 6.39 1 line 4 *Insert*:

**Traffic regulations  
6.39a**

- 1 **Restricted Area.** A marine reserve, marked by light buoys (special), has been established SW of Mahaut. Fishing and diving are restricted in an area from Pointe Mahaut (16°11'72N 61°47'25W) (6.42), SW to 16°10'10N 61°48'53W, thence SE to Pointe à Lézard (16°08'38N 61°46'80W) (6.42).
- 2 **Prohibited Anchorage.** Anchoring is prohibited within approximately 300 m around Îlets à Goyaves (16°10'10N 61°47'40W).

French Notice 41/255/2018 [NP71-No 26-Wk 44/18]

**Guadeloupe - Terre-de-Haut —  
Directions; anchorages; obstruction**

235

After Paragraph 6.60 2 line 8 *Insert*:

**Caution.** Numerous obstructions lie in the area.

French Notice 51/257/19 [NP71-No 57-Wk 05/20]

**Guadeloupe - Grand Terre - Le Moule —  
Outer anchorage; depths; bearings**

236

Paragraph 6.81 1 lines 1–5 *Replace by*:

- 1 A reported fine weather anchorage, with good holding, in depths of about 6 to 11 m, exists 4 cables N of Port du Moule, W Light.
- At night the anchorage lies within the lines of bearing, 173° to 183°, of Port du Moule W Light.

French Chart 7102/2018 [NP71-No 11-Wk 11/18]

**Guadeloupe - Grand Terre - Le Moule —  
Directions; position; bearings**

236-237

Paragraph 6.82 1 line 1–8 *Replace by*:

- 1 From the vicinity of 16°22'00N 61°21'50W, the line of bearing, 157°, of Port du Moule West-side Light (white pylon, red top, on hut, 11 m in height) (16°19'94N 61°20'60W) leads towards the vicinity of Passe Hastings, with the outer anchorage to the E.
- At night, the line of bearing, 157°, remains within the red sector of the light, but leads towards a position 1½ cables W of the outer anchorage (6.81).

French Chart 7102/2018 [NP71-No 12-Wk 11/18]

**Guadeloupe - Pointe de Folle Anse — Berths**

242

Paragraph 6.121 1 *Replace by*:

- 1 **Description.** A T-shaped pier extends about 1 cable WNW from Pointe de Folle Anse (15°56'50N 61°20'20W). The head of the pier is 79 m in length, on a line of 023°, with a depth of about 10 m alongside. Mooring buoys, positioned off the N and S ends of the pierhead, assist in securing larger vessels alongside. Maximum draught allowed is 9 m.

French Notice 36/H5/18 [NP71-No 25-Wk 40/18]

**Guadeloupe - Marie-Galante -  
Baie de Saint-Louis — Submarine cables**

242

Paragraph 6.122 1 lines 7–8 *Replace by*:

**Submarine power cables** are laid across the S end of the bay.

**Caution.** It is reported (2020) that the cables may lie farther NE than charted.

MV *Cosima* PG [NP71-No 64-Wk 16/20]

**Guadeloupe - Marie-Galante -  
Baie de Saint-Louis —  
Anchorage; submarine cables**

242

Paragraph 6.122 1 including existing Section IV Notice Week 16/20 *Replace by*:

- 1 **Description.** Baie de Saint-Louis (15°57'30N 61°19'50W) affords the best anchorage off Marie-Galante for larger vessels, in depths of about 7 m good holding, 4½ cables WSW of Saint-Louis Light (6.114). However, winds from the NE cause a slight swell in the bay.

**Submarine power cables** are laid across the S end of the bay.

**Caution.** It is reported (2020) that the cables may lie farther NE than charted.

A submarine cable is also laid E–W about 6 cables S of Pointe du Cimetière (6.112), N of the tanker anchorage.

**Tanker anchorage.** Vessels over 1600 gt carrying hydrocarbons or dangerous cargoes (1.51) must anchor 7 cables WNW of Saint Louis.

French Notice 38/24P/20 [NP71-No 68-Wk 46/20]

# NP71

## Guadeloupe - Pointe-à-Pitre - Passe Ouest — Directions

244

Paragraph 6.136 1-4 *Replace by:*

- 1 Passe Ouest, is the principal channel through Petit Cul-de-Sac Marin (6.124) and must be used by vessels with a draught of greater than 7.4 m.

From a position close S of PP Light Buoy (S cardinal) (16°09'57N 61°31'33W) the track leads W through a channel marked by light buoys (lateral), passing:

- 2 N of a shoal (16°09'28N 61°31'79W), with a least depth of 8.0 m, marked by PP2 Light Buoy (port hand), thence:

S of a shoal (16°09'63N 61°32'08W) with a least depth of 7.2 m marked by PP1 and PP1BIS Light Buoys (starboard hand).

Thence the track leads NW, passing:

- 3 NE of Caye à Dupont (16°09'43N 61°32'70W) marked at its NE extremity by PP4 Light Buoy (port hand).

The track then continues to lead NW to a position W of a bank (16°10'33N 61°32'68W), with a least depth of 2.6 m, marked by PP5 Light Buoy. The track then leads NNE, passing:

- 4 WNW of Caye Plate (16°11'00N 61°32'34W), an isolated patch marked by PP7 Light Buoy (starboard hand), and:

ESE of Frégate-de-Haut (16°11'52N 61°33'14W), a drying bank marked by Frégate Light Buoy (S cardinal).

WNW of a bank (16°11'51N 61°32'01W) marked by PP8 Light Buoy (port hand).

- 5 The track then continues NNE as required for the anchorage or ENE, passing clear of the 12.7 m shoal patch (16°11'79N 61°32'03W) lying at the N extremity of the above mentioned bank, to a position on the leading line of the entrance channel (6.138), about 2 miles W of Îlet du Gosier Light (16°11'90N 61°29'45W) (6.135).

*(Directions continue for  
the entrance channel at 6.138)*

### Secondary channel 6.136a

- 1 From a position close S of PP Light Buoy (S cardinal) (16°09'57N 61°31'33W) the track leads NW through a buoyed channel, passing:

NE of GP Light Buoy (preferred channel to port) (16°09'54N 61°31'64W), thence:

NE of Mouton Vert (16°10'10N 61°32'18W), marked by a light buoy (E cardinal), and:

SW of an isolated shoal (16°10'29N 61°31'68W) with a least depth of 7.7 m and marked by GP1 Light Buoy (starboard hand), thence:

- 2 SW of Caye Ronde (16°10'52N 61°31'84W), marked by GP3 Light Buoy (starboard hand), and:

NE of the shoal spit (16°10'51N 61°32'36W) extending NNW from Mouton Vert.

The track then leads N and NE, passing:

Between Mouchoir Carré (16°11'04N 61°31'89W) and Caye Plate (16°11'00N 61°32'34W), marked respectively by GP5 Light Buoy (starboard hand) and Caye Plate Light Buoy (E cardinal), thence:

- 3 Between a bank (16°11'51N 61°32'01W) marked by PP8 Light Buoy (port hand) and a depth of 10.9 m (16°11'50N 61°31'70W), marked by PP9 Light Buoy, which lies about 1½ cables NW of the NW edge of the bank, with depths of less than 10 m, extending SW from Pointe de la Verdure (16°12'38N 61°30'45W).

The track then continues to a position about 2 miles W of Îlet du Gosier Light (16°11'90N 61°29'45W) (6.135).

*(Directions continue for  
the entrance channel at 6.138)*

French Notice 9/260/20 [NP71-No 61-Wk 14/20]

## Guadeloupe - Pointe-à-Pitre — Alongside berths

244

Paragraph 6.140 1 lines 6-7 *Replace by:*

...No 4) have a combined length of 283 m, minimum depth alongside 3.7 m.

Paragraph 6.140 2 lines 4-8 *Replace by:*

...No 8) have a combined length of 306 m; least depth alongside 1.4 m. A RoRo Terminal, positioned between No 6 and No 7 berths, has a depth alongside of 5.5 m.

Paragraph 6.140 3 line 7 *For 10 m Read 7.0 m*

ENC FR571000 [NP71-No 10-Wk 52/17]

## Martinique — Regulations

253

*After Paragraph 7.1 2 line 3 Insert:*

### Regulations

#### 7.1a

- 1 Anchoring in the coastal waters of Martinique is strictly regulated. For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 31-Wk 01/19]

## Martinique - Rade de Saint-Pierre — Prohibited area; anchorages

255

Paragraphs 7.21-7.22 including headings *Replace by:*

### Arrival information

#### 7.21

- 1 **Prohibited area.** Rade de Saint-Pierre is encumbered by wrecks of archaeological interest. To ensure the protection of the site, anchoring is prohibited in an area bounded by the end of the Saint-Pierre jetty (14°44'51N 61°10'64W) and three buoys (special marks) situated in the following positions:

14°44'21N 61°10'75W

14°44'37N 61°10'95W

14°44'64N 61°10'69W



**Basins and berths****7.22**

- 1 **Anchorage and moorings.** Vessels over 50 m in length may anchor within an area, with a radius of 1 cable, centred on 14°44'·17N 61°10'·88W. For further details see Appendix IX.

Mooring buoys, for the use of lighters and barges, are situated near the head of the pier.

**Alongside berths.** A pier (14°44'·51N 61°10'·64W) extends from the coast about 5 cables NNE of Pointe Sainte-Marthe (14°44'·00N 61°10'·73W). Surf affects the berths at the pier.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 32-Wk 01/19]

**Martinique - Baie de Fort-de-France —  
Outer anchorages**

256

Paragraph 7.34 1 lines 4–9 *Replace by:*

- West of Pointe du Bout (14°33'·72N 61°03'·12W)  
(7.53a).  
Mouillage des Flamands (14°35'·65N 61°04'·65W)  
(7.54).  
Mouillage de la Dillon (14°35'·45N 61°03'·40W)  
(7.55).  
Mouillage des Trois Îlets (14°32'·98N 61°01'·91W)  
(7.56).

After Paragraph 7.34 2 line 6 *Insert:*

For further details on anchorages in the coastal waters of Martinique, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 33-Wk 01/19]

**Martinique - Baie de Fort-de-France — Pilotage**

256

Paragraph 7.37 2 lines 1–6 *Replace by:*

- 2 Pilots board at 14°35'·40N 61°06'·00W, or, for deep draught vessels, at 14°35'·00N 61°07'·00W.

French Chart FR6892 [NP71-No 24-Wk 34/18]

**Martinique - Pointe du Bout — Anchorages**

258

After Paragraph 7.53 1 line 9 *Insert:*

**West of Pointe du Bout**

**7.53a**

- 1 Three anchorages are available for vessels over 50 m in length as follows:  
Within an area, with a radius 1 cable, centred on 14°33'·20N 61°03'·97W.  
Within an area, with a radius of 1 cable, centred on 14°33'·41N 61°04'·06W.  
Within an area, with a radius of 1½ cables, centred on 14°33'·19N 61°04'·33W.  
For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 34-Wk 01/19]

**Martinique - Mouillage des Trois Îlets —  
Anchorage**

259

Paragraph 7.58 3 lines 5–7 *Replace by:*

**Anchorage**, for vessels over 50 m in length, is available within an area, with a radius of 1½ cables, centred on 14°32'·98N 61°01'·91W.

For further details see, Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 35-Wk 01/19]

**Martinique - Baie de Fort-de-France -  
Mouillage des Trios Îlets — Anchorage**

259

Paragraph 7.58 3 line(s) 5–7 including Existing Section IV Week 01/19 *Replace by:*

**Anchorage**, for vessels over 50 m in length, is available within Area No 2, radius 1½ cables, centred on 14°32'·98N 61°01'·91W. There are mooring buoys within the anchorage area.

For further details see, Appendix IX.

French Notice 31/253/19 [NP71-No 48-Wk 36/19]

**Martinique - Sainte-Luce — Restricted area**

261

Paragraph 7.67 1 lines 1–3 including heading *Replace by:*

**Restricted area  
7.67**

- 1 Anchoring is prohibited in an area inshore of a line joining Pointe Philippeaux (14°27'·90N 60°55'·68W), MA2...

French Notice 18/257/17 [NP71-No 4-Wk 30/17]

**Martinique - Culde-de-Sac du Marin —  
Directions for entering harbour; channels**

262

Paragraph 7.75 1 lines 7–9 *Delete*

Paragraph 7.75 2 *Replace by:*

- 2 The track, in depths decreasing to less than 5 m, then divides into three directions:  
Continuing NE in a channel marked by light buoys (lateral) for the marina facilities, or;  
NNE for the anchorage and dock at Le Marin, W of Banc de la Douane (14°28'·07N 60°52'·22W), which dries in places, or;  
N in a buoyed channel with dredged depth of 4 m, passing W of a wreck (14°28'·10N 60°52'·46W), to an L-shaped pier for small craft.

French Notice 18/257/17 [NP71-No 2-Wk 23/17]

# NP71

## Martinique - Cul-de-Sac du Marin and Anse d'Arlets — Anchorages

262

Paragraph 7.76 including heading *Replace by:*

### Basins and berths

#### 7.76

- 1 **Anchorages** for vessels over 50 m in length are available as follows:

Within an area, with a radius of 1½ cables, centred on 14°27'·30N 60°52'·90W.

Within an area, with a radius of 1½ cables centred on 14°27'·47N 60°52'·75W.

For further details, see Appendix IX.

- 2 **Alongside berths.** The fishing and commercial dock, at the W end of Le Marin, is enclosed by two piers, each with a length of 30 m and marked by a light at its outer end. There are depths of 2·5 to 3·0 m within the dock.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 36a-Wk 01/19]

## Martinique - Sainte-Luce — Anchorage

262

Paragraph 7.78 1, 2 and 3 including headings *Replace by:*

### Spare 7.78

French Notice 18/257/17 [NP71-No 5-Wk 30/17]

## Martinique - Cul-de-Sac du Marin and Anse d'Arlets — Anchorages

262

Paragraph 7.78 including headings and existing Section IV Notice Week 30/17. *Replace by:*

### Anchorages and harbours

#### Anse d'Arlets 7.78

- 1 Two anchorages are available for vessels over 50 m in length within Grande Anse d'Arlets (14°30'·07N 61°05'·57W) as follows:

Within an area, with a radius of 1 cable, centred on 14°30'·20N 61°05'·75W.

Within an area, with a radius of 1 cable, centred on 14°30'·07N 61°05'·57W.

- 2 A further anchorage is available for vessels over 50 m in length in Petite Anse d'Arlets as follows:

Within 1½ cables of a position centred on 14°29'·04N 61°05'·23W.

For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 36b-Wk 01/19]

## Martinique - Havre de la Trinité — Anchorages

265

Paragraph 7.93 *Replace by:*

- 1 Anchorage off the port for vessels over 50 m in length is available, in about 16 m, within 1½ cables of position 14°45'·26N 60°57'·47W. It is recommended that both anchors should be used if the wind is well established.
- 2 Anchorage inside the port is available, with the E side of Îlet Saint-Aubin (7.89) bearing 349° and Pointe Sainte Catherine bearing 310°, clear of the submarine outfall extending 4 cables NNE from the S end of the bay to 1 cable W of TR8 buoy (7.92).  
For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 37-Wk 01/19]

## Martinique - Havre du Robert — Anchorages

266

Paragraph 7.105 2 lines 3-5 *Replace by:*

**Commercial anchorages.** The commercial anchorages (14°40'·25N 60°55'·55W), for vessels over 50 m in length, lie in the bay W of Pointe Royale (7.98), in about...

After Paragraph 7.105 3 line 8 *Insert:*

- 4 The anchorages are positioned as follows:  
Within an area, with a radius of 1½ cables, of position 14°40'·25N 60°54'·97W.  
Within an area, with a radius of 1½ cables, of position 14°40'·22N 60°55'·19W.  
Within an area, with a radius of 1½ cables, of position 14°39'·98N 60°55'·38W.  
For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 38-Wk 01/19]

## Martinique - Îlet Long — Anchorages

267

After Paragraph 7.113 1 line 8 *Insert:*

Three anchorages for vessels over 50 m in length are available N of Îlet Long (14°36'·75N 60°51'·24W) as follows:

Within 1 cable of position 14°37'·17N 60°51'·04W.

Within 1 cable of position 14°36'·88N 60°51'·57W.

Within 1 cable of position 14°36'·79N 60°51'·72W.

For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 39-Wk 01/19]

**Martinique - Baie du Vauclin —  
Directions; anchorages**

268

After Paragraph 7.118 1 line 9 *Insert*:

**Baie du Vauclin  
7.118a**

- 1 **Directions.** From a position ENE of V2 Light Buoy (starboard hand) (14°34'·21N 60°48'·65W), the track leads SW within the white sector (230-232°) of Port Vauclin N Point Light (white tower, red top, 7 m in height) (14°33'·09N 60°50'·17W) to a position NE of V4 Light Buoy (starboard hand) (14°33'·20N 60°49'·79W).

**Anchorage** for vessels over 50 m in length is available within an area, with a radius of 1 cable, centred on 14°33'·32N 60°49'·58W.

For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18  
[NP71-No 40-Wk 01/19]

**Saint Lucia - Laborie Bay — Directions; rock**

276

Paragraph 7.173 2 line 5 *Replace by*:

...calm weather. Thence:

SSW of a rock (13°44'·21N 60°59'·68W) with a depth of 2·0 m, reported (2018).

UKHO [NP71-No 27-Wk 44/18]

**Saint Lucia - Laborie Bay — Rock**

277

Paragraph 7.182 1 lines 7-8 *Replace by*:

Buoys (lateral) have been laid inshore of the 5 m contour to guide small craft to the pier.

- 2 **Caution.** Depths shoaler than charted have been reported (2018) in the approach to the bay. A rock (13°44'·21N 60°59'·68W) with a depth of 2·0 m, reported (2018), lies about 7½ cables S of the head of the bay.

UKHO [NP71-No 28-Wk 44/18]

**St Vincent and the Grenadines -  
Canouan — Depths**

293

Paragraph 8.111 *Replace by*:

- 1 The coastal bank (8.65), 5 miles E of Canouan has a least depth of about 20 m.

GB Chart 1043 [NP71-No 51-Wk 43/19]

**The Grenadines – Carriacou and Grenada –  
Northern channel — Directions; rock**

299

After Paragraph 8.153 2 line 4 *Insert*:

S of an isolated rock with a depth of 5·2 m (12°23'·42N 61°29'·40W), 1½ cables SE of the 30 m contour line which fringes the chain of Bonaparte Rocks, thence:

Fugro LiDAR Survey [NP71-No 3-Wk 18/17]

**The Grenadines - Ronde Island —  
Directions; rock; depths**

299

Paragraph 8.154 1 lines 10-11 *Replace by*:

...which is a rock with a hole in it. Several above-water rocks lie close to London Bridge and a 9·6 m patch lies about 3½ cables NW.

Paragraph 8.154 2 lines 1-3 *Replace by*:

- 2 S of a detached patch with a depth of 10·3 m (12°17'·32N 61°35'·78W), thence:  
S of a shoal with a least depth of 5 m...

BA Chart 795 [NP71-No 29-Wk 45/18]

**The Grenadines - Carriacou - Southwest Point  
— Directions; rock**

300

Paragraph 8.172 3 line 8 *Replace by*:

...1½ cables S and a 7·2 m rock lies 2½ cables S. Thence:

BA Chart 795 [NP71-No 30-Wk 45/18]

**St Vincent and the Grenadines - Canouan -  
Charlestown Bay — Submarine cable**

301

After Paragraph 8.178 1 line 8 *Insert*:

**Caution.** A submarine cable is laid across the S of Charlestown Bay.

GB Chart 1043 [NP71-No 52-Wk 43/19]

**The Grenadines - Carriacou -  
Hillsborough Bay — Directions; depth**

302

Paragraph 8.180 2 line 4 *For* 6·7 m *Read* 5·9 m

BA Chart 794/18 [NP71-No 23-Wk 19/18]

# NP71

## Grenada - South coast - Woburn Bay — Prohibited area

307

After Paragraph 8.219 1 line 4 *Insert:*

**Prohibited area.** The Woburn Clarkes Court Bay Marine Protected Area (MPA) is bounded by the following positions:

Mount Hartman Point (11°59'·83N 61°44'·84W).

11°59'·41N 61°44'·37W.

11°59'·18N 61°43'·33W.

Point Egmont (11°59'·97N 61°43'·16W).

Within the MPA the following prohibitions apply:

Anchoring, except in cases of emergency.

Fishing.

Diving without the supervision of an authorized local dive operator.

BA Chart 790

[NP71-No 19-Wk 18/18]

## Grenada - South coast - Prickly Bay — Depths

307

After Paragraph 8.220 3 line 4 *Insert:*

Clear of a rock (11°59'·28N 61°45'·96W) with a depth of 3·8 m. A second rock (11°59'·40N 61°46'·01W) with a depth of 3·9 m lies 1 cable NNW and a 4·6 m isolated shoal (11°59'·35N 61°45'·94W) lies close N. Thence:

BA Chart 790

[NP71-No 20-Wk 18/18]

## Grenada - West coast - Beauséjour Bay — Marine Protected Area

308

Paragraph 8.225 1 including heading *Replace by:*

### Traffic regulations 8.225

- 1 **Prohibited area.** The Moliniere Beauséjour Marine Protected Area (MPA) extends about 1 cable offshore between Beauséjour Bay (12°05'·92N 61°45'·27W) and the N part of Grand Mal Bay (8.240). Within the MPA the following prohibitions apply:

Anchoring, except in cases of emergency.

Fishing.

Diving without the supervision of an authorized local dive operator.

- 2 **Exclusion zone.** A permanent exclusion zone, radius 8 cables, has been established around the Kick 'em Jenny Volcano (12°17'·95N 61°38'·20W) and an outer exclusion zone, radius 2¾ miles, will be declared at times of increased or dangerous volcanic activity, see 8.150.

BA Chart 797; Correspondence

[NP71-No 15-Wk 14/18]

## Grenada - Saint George's Harbour — Depth

309

Paragraph 8.237 1 line 5 *For* 13·2 m *Read* 11·5 m

BA Chart 790

[NP71-No 21-Wk 18/18]

## Grenada - Saint George's Harbour — Anchorages

309

Paragraph 8.240 1 lines 5–7 *Replace by:*

**Southern anchorage** is established in position 12°03'·10N 61°46'·10W, depths from 15 to 30 m, coral and sand.

After Paragraph 8.240 2 line 4 *Insert:*

**Northern anchorage** is established in position 12°04'·40N 61°45'·60W, depths from 12 to 21 m, coral and sand.

Correspondence 04/01/2018

[NP71-No 13-Wk 13/18]

## Grenada - Saint George's Harbour — Pilotage; landmark; light

310

Paragraph 8.242 1 lines 1–6 *Replace by:*

- 1 Compulsory for vessels in excess of 200 tons and also for the tanker terminals and outer anchorages (8.240). Pilots board in position 12°03'·60N 61°46'·20W.

Correspondence 04/01/2018

[NP71-No 14a-Wk 13/18]

## Grenada - West coast - Grande Anse Bay — Prohibited area

310

After Paragraph 8.243 1 line 3 *Insert:*

### Traffic regulations 8.243a

- 1 **Prohibited area.** The Grand Anse Marine Protected Area (MPA) is bounded by the following positions:

12°02'·76N 61°45'·05W

12°02'·87N 61°47'·32W

11°59'·95N 61°49'·26W

11°59'·93N 61°47'·27W

Within the MPA the following prohibitions apply:

Anchoring, except in cases of emergency.

Fishing.

Diving without the supervision of an authorized local dive operator.

BA Chart 790

[NP71-No 22-Wk 18/18]

## Grenada - Saint George's Harbour — Pilotage; landmark; light

310

Paragraph 8.249 1 lines 4–8 *Replace by:*

Fort George (12°02'·97N 61°45'·22W). A flagstaff, with an elevation of 77 m, stands near the NE corner.

Paragraph 8.249 2 line 7 *Delete*

Correspondence 04/01/2018

[NP71-No 14b-Wk 13/18]



**Barbados - Bridgetown — Obstruction; depth****327-328**Paragraph 9.82 1 lines 2-8 *Replace by:*

...side of reclaimed land, is a dolphin berth equipped to handle bulk grain and flour. Length of berth is 152 m and can accommodate a vessel with a maximum length of 183 m and up to 30 000 tonnes displacement. The reported depth alongside is 11.5 m.

**Caution.** A shoal exists on the W end of the berth with a least depth of 4.3 m. An obstruction (13°06'60N 59°37'71W), with a depth of 10.8 m, lies alongside the centre of the berth.

UKHO; BA Chart 502

**[NP71-No 7-Wk 44/17]****Appendix IX****368**

After Appendix VIII *Insert* new Appendix IX which is printed at the end of Section IV of this week's notices.

Port Authorities Préfect of La Martinique 11/18

**[NP71-No 41-Wk 01/19]****NP72 Southern Barents Sea and Beloye More Pilot (2019 Edition)****Russia - Outer approaches to Murmansk - Kil'dinskiy Proliv — Outer anchorages****88**After Paragraph 2.130 2 line 3 *Insert:***Outer anchorages  
2.130a**

- 1 Three transshipment areas are established near Bukhta Mogil'naya (2.77). Depths from 20 to 90 m, centred as follows:

Area 6 (69°18'90N 34°16'13E);

Area 7 (69°19'12N 34°16'45E);

Area 8 (69°18'95N 34°17'27E).

**Cautions.** Mooring buoys are moored in and around these areas.

A submarine cable runs E-W through the centre of Area 8 and the SE corner of Area 6.

Russian Notice 45/4159/20

**[NP72-No 6-Wk 53/20]****Russia - Murmanskiy Bereg - Guba Voron'ya — Restricted area****101**After Paragraph 3.36 2 line 2 *Insert:*

**Restricted area.** Anchoring, fishing and underwater operations are prohibited within Regulated Area No 93 (69°12'95N 35°44'85E) (see Appendix I), situated about 2 miles NNW of Guba Voron'ya. A wreck (69°13'01N 35°43'81E), marked by a light buoy (isolated danger), lies within the restricted area.

Russian Chart 12001/19

**[NP72-No 4-Wk 46/19]****Russia - Murmanskiy Bereg - Guba Yarnyshnaya — Restricted area****101**After Paragraph 3.39 1 line 8 *Insert:*

**Restricted area.** Anchoring, fishing and underwater operations are prohibited within Regulated Area No 94 (69°08'47N 36°02'26E) (see Appendix I), situated within the entrance to Guba Yarnyshnaya.

Russian Chart 12001/19

**[NP72-No 5-Wk 46/19]****Russia - Pechorskaya Guba — Regulations****173**After Paragraph 6.5 1 *Insert:***Regulations****6.5a**

1 **Neenetskiy State Nature Reserve.** A marine reserve exists around the peninsula of Poluostrov Russkiy Zavorot (6.7) and within the waters of Pechorskaya Guba (6.29), specifically:

The waters of Guba Korovinskaya (6.35) and Guba Bolvanskaya (6.44);

An area extending approximately 5 miles offshore from the coast of Zakhar'in Bereg (6.35);

An area extending approximately 1 mile off Poluostrov Russkiy Zavorot;

An area extending approximately 1 mile off all of the sea islands within Pechorskaya Guba.

- 2 Within the reserve there is a prohibition on all activities opposing the objectives of the reserve and the special regime prevailing in the area. Vessels transiting the area should contact the Ministry of Natural Resources and Environment for further information.

Russian Notice 25/3105/19

**[NP72-No 1-Wk 40/19]****Russia - Pechorskaya Guba — Regulations****177**After Paragraph 6.32 1 line 4 *Insert:***Regulations****6.32a**

1 **Nature reserve.** See 6.5a.

Russian Notice 25/3105/19

**[NP72-No 2-Wk 40/19]****Russia - Pechorskaya Guba — Regulations****184**After Paragraph 6.77 6 line 5 *Insert:***Traffic regulations****6.77a**

- 1 **Nature reserve.** See 6.5a.

Russian Notice 25/3105/19

**[NP72-No 3-Wk 40/19]**



# UPDATES TO ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

## PART 3

### CURRENT EDITIONS OF ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

NP No	Title	Edition	Published / correct from Weekly Edition Number
100	The Mariner's Handbook	12 <sup>th</sup> (2020)	14/20
136	Ocean Passages for the World Volume 1	1 <sup>st</sup> (2018)	10/18
136	Ocean Passages for the World Volume 2	1 <sup>st</sup> (2018)	50/18
350(1) ‡	ADMIRALTY Distance Tables – Atlantic Ocean	2 <sup>nd</sup> (2011)	07/12
350(2) ‡	ADMIRALTY Distance Tables – Indian Ocean	3 <sup>rd</sup> (2008)	15/08
350(3) ‡	ADMIRALTY Distance Tables – Pacific Ocean	2 <sup>nd</sup> (2009)	39/09
735	IALA Maritime Buoyage System.	8 <sup>th</sup> (2018)	42/18
5011	Symbols and Abbreviations used on ADMIRALTY Paper Charts	8 <sup>th</sup> (2020)	47/20
5012	ADMIRALTY Guide to ENC Symbols used in ECDIS	2 <sup>nd</sup> (2015)	34/15
133A	Paper Chart Maintenance Record	4 <sup>th</sup> (2013)	49/13
133C	ENC Maintenance Record	2 <sup>nd</sup> (2017)	48/17
231	ADMIRALTY Guide to the Practical Use of ENCs	3 <sup>rd</sup> (2019)	42/19
232	ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures	3 <sup>rd</sup> (2019)	12/19
294	How to Keep Your ADMIRALTY Products Up-to-Date	10 <sup>th</sup> (2017)	22/17
201A	Volume 1A ADMIRALTY Tide Tables United Kingdom – English Channel to River Humber (including Isles of Scilly, Channel Islands and European Channel Ports)	2021	30/20
201B	Volume 1B ADMIRALTY Tide Tables United Kingdom and Ireland (excluding Isles of Scilly, English Channel to River Humber, Channel Islands and European Channel Ports)	2021	31/20
202	Volume 2 ADMIRALTY Tide Tables North Atlantic Ocean and Arctic Regions	2021	32/20
203	Volume 3 ADMIRALTY Tide Tables Indian Ocean (including Tidal Stream Tables)	2021	33/20
204	Volume 4 ADMIRALTY Tide Tables South Pacific Ocean (including Tidal Stream Tables)	2021	34/19
205	Volume 5 ADMIRALTY Tide Tables South China Sea and Indonesia (including Tidal Stream Tables)	2021	37/20
206	Volume 6 ADMIRALTY Tide Tables North Pacific Ocean (including Tidal Stream Tables)	2021	41/20
207	Volume 7 ADMIRALTY South West Atlantic Ocean and South America	2021	45/20
208	Volume 8 ADMIRALTY Tide Tables South East Atlantic Ocean, West Africa and Mediterranean (including Tidal Stream Tables)	2021	48/20
164	Dover, Times of High Water and Mean Ranges (published annually)	2021	50/20
209	ADMIRALTY Tidal Stream Atlas Orkney and Shetland Islands, 1986	4 <sup>th</sup>	
218	ADMIRALTY Tidal Stream Atlas North Coast of Ireland and West Coast of Scotland, 1995	5 <sup>th</sup>	
219	ADMIRALTY Tidal Stream Atlas Portsmouth Harbour and Approaches, 1991	2 <sup>nd</sup>	
220	ADMIRALTY Tidal Stream Atlas Rosyth Harbour and Approaches, 1991	2 <sup>nd</sup>	
221	ADMIRALTY Tidal Stream Atlas Plymouth Harbour and Approaches, 1991	2 <sup>nd</sup>	

NP No	Title	Edition	Published / correct from Weekly Edition Number
222	ADMIRALTY Tidal Stream Atlas Firth of Clyde and Approaches, 1992	1 <sup>st</sup>	
233	ADMIRALTY Tidal Stream Atlas Dover Strait, 1995	3 <sup>rd</sup>	
249	ADMIRALTY Tidal Stream Atlas Thames Estuary, 1985 (with Co-Tidal Charts)	2 <sup>nd</sup>	
250	ADMIRALTY Tidal Stream Atlas The English Channel, 1992	4 <sup>th</sup>	
251	ADMIRALTY Tidal Stream Atlas North Sea, Southern Part, 2005	4 <sup>th</sup>	
252	ADMIRALTY Tidal Stream Atlas North Sea, North Western Part, 2005	4 <sup>th</sup>	
253	ADMIRALTY Tidal Stream Atlas North Sea, Eastern Part, 2004	2 <sup>nd</sup>	
254	ADMIRALTY Tidal Stream Atlas The West Country, Falmouth to Teignmouth, 2003	1 <sup>st</sup>	
255	ADMIRALTY Tidal Stream Atlas Falmouth to Padstow, including the Isles of Scilly, 2004	1 <sup>st</sup>	
256	ADMIRALTY Tidal Stream Atlas Irish Sea and Bristol Channel, 1992	4 <sup>th</sup>	
257	ADMIRALTY Tidal Stream Atlas Approaches to Portland, 1973	3 <sup>rd</sup>	
258	ADMIRALTY Tidal Stream Atlas Bristol Channel, Lundy to Avonmouth, 2006	1 <sup>st</sup>	
259	ADMIRALTY Tidal Stream Atlas Irish Sea Eastern Part, 2006	1 <sup>st</sup>	
263	ADMIRALTY Tidal Stream Atlas Lyme Bay, 2003	1 <sup>st</sup>	
264	ADMIRALTY Tidal Stream Atlas The Channel Islands and the Adjacent Coasts of France, 1993	5 <sup>th</sup>	
265	ADMIRALTY Tidal Stream Atlas France, West Coast, 2005	2 <sup>nd</sup>	
337	ADMIRALTY Tidal Stream Atlas The Solent and Adjacent Waters, 1993	4 <sup>th</sup>	
214	ADMIRALTY Tidal Stream Atlas Persian Gulf, 1999	2 <sup>nd</sup>	
215	ADMIRALTY Tidal Stream Atlas South-East Asia, 1979	1 <sup>st</sup>	
303(1)	Rapid Sight Reduction Tables Vol I Selected Stars Epoch 2020.0		13/17
303(2)	Rapid Sight Reduction Tables Vol II Lat 0° - 40° Dec 0° - 29°		24/18
303(3)	Rapid Sight Reduction Tables Vol III Lat 39° - 89°, Dec 0° - 29°		24/19
314	The Nautical Almanac	2021	15/20
321	The Star Almanac for Land Surveyors	2021	29/20
323	Star Finder and Identifier		
GP100	The Astronomical Almanac	2021	40/20
GP200	Astronomical Phenomena	2022	39/20
DP330	NavPac and Compact Data 2021-2025		22/20

‡ Volumes on an extended cycle of Continuous Revision of 5 or more years.



UPDATES TO ADMIRALTY MISCELLANEOUS  
NAUTICAL PUBLICATIONS

PART 4

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201A .....	ADMIRALTY Tide Tables 2020 .....	4 - 9



# NP136

## NP136 Ocean Passages for the World Volume 2 (2018 Edition)

### PAGE 231, Connector Routes.

#### Connector to Connector Routes and Waypoints

Delete entries and replace by:

Connector to Connector Routes				
FROM	GP	TO	GP	LENGTH
Inubo Saki	35°32'N 141°22'E	Panama City	08°53'N 79°31'W	7602
Torres Strait	10°30'S 142°15'E	Bass Strait	38°47'S 142°16'E	2635
Tsugaru Kaikyo (Route A)	41°32'N 140°42'E	Panama City	08°53'N 79°31'W	7725
Tsugaru Kaikyo (Route B)	41°32'N 140°42'E	Panama City	08°53'N 79°31'W	7495
Tsugaru Kaikyo (Route C)	41°32'N 140°42'E	Panama City	08°53'N 79°31'W	7467

Waypoints					
ID	NAME	GP	ID	NAME	GP
PO12	Wilsons Promontory W	39°14'S 146°14'E	PO206	President Jackson Seamount	43°02'N 129°16'W
PO14	Flinders Island N	38°43'S 148°16'E	PO207	Brown Bear Seamount NE	46°32'N 129°05'W
PO33	Gabo Island	37°39'S 150°07'E	PO211	C. Falso S	21°40'N 109°26'W
PO34	Jervis Bay	34°57'S 151°36'E	PO212	C. San Lazaro S	23°26'N 112°00'W
PO35	Sugarloaf Point	32°34'S 152°44'E	PO213	President Jackson Seamount S	41°51'N 129°10'W
PO36	Clarence Head	29°33'S 153°41'E	PO246	Morro Puercos	06°56'N 80°13'W
PO37	Cape Byron	28°29'S 153°51'E	PO268	Off Lucinda	18°19'S 146°30'E
PO76	Cape Otway	38°57'S 143°35'E	PO270	Fitzroy Island	16°55'S 146°02'E
PO98	Moreton Island E	27°01'S 153°59'E	PO294	Cape Grenville	11°58'S 143°18'E
PO154	Aleutian Trench SW	47°57'N 179°59'E	PO296	Home Islands	11°35'S 142°58'E
PO158	North Reef NE	23°01'S 152°08'E	PO302	Prince of Wales Island E	10°31'S 142°24'E
PO171	Hay Point 10	20°51'S 149°49'E	PO315	Sandy Cape	24°25'S 153°27'E
PO190	Off Panama	06°57'N 81°58'W	PO320	Warwick Seamount N	48°30'N 132°43'W
PO191	Off Managua	10°28'N 88°57'W	PO322	Unimak Seamount E	53°58'N 160°01'W
PO192	Punta San Telmo	18°02'N 104°03'W	PO324	Sanak Island S	54°07'N 162°37'W
PO193	Lazaro Cardenas SE	16°41'N 101°19'W	PO325	Off Poluostrov Kamchatka	50°47'N 162°08'E
PO197	Gulf of Panama	07°45'N 79°25'W	PO326	Near Islands N	54°02'N 172°56'E
PO201	Hoke Seamount E	31°23'N 123°15'W	PO328	Adams Seamount W	49°59'N 179°48'W
PO202	Guadelupe W	28°43'N 119°28'W	PO330	Erimo Misaki	41°43'N 143°17'E
PO203	Rodriguez Seamount NW	34°59'N 126°16'W	PO331	Habomai Islands SW	42°47'N 145°37'E
PO204	Taney Seamounts W	37°13'N 127°46'W	PO332	Habomai Islands	43°21'N 146°38'E
PO205	Steel Vendor Seamount S	39°46'N 128°51'W			

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## PAGE 235, Auckland, Brisbane, Buenaventura and Callao.

## Port to Port Routes and Port to Connector Routes.

Delete entries and replace by:

Port to Port Routes							
	PORT	GP	LOCODE	CCODE	LENGTH	FOR	NP
From	Auckland	36°46'S 174°49'E	AKL	NZ			NP51
To	Brisbane	27°17'S 153°14'E	BNE	AU	1589		NP15
To	Mebourne	38°00'S 144°55'E	MEL	AU	2067		NP14
To	Port Botany	34°01'S 151°17'E	BTB	AU	1547		NP14
From	Brisbane	27°17'S 153°14'E	BNE	AU			NP15
To	Auckland	36°46'S 174°49'E	AKL	NZ	1589		NP51
To	Lyttelton	43°35'S 172°51'E	LYT	NZ	1929		NP51
To	Tauranga	37°34'S 176°13'E	TRG	NZ	1673		NP51
From	Buenaventura	03°48'N 77°23'W	BUN	CO			NP7
To	Harbour of Vancouver (Juan de Fuca Strait)	48°16'N 123°32'W	VAN	CA	4936		NP25
To	Lazaro Cardenas	17°54'N 102°10'W	LZC	MX	1723		NP8
To	San Jose	13°54'N 90°46'W	SNJ	GT	1012		NP8
To	San Pedrito Port	19°02'N 104°23'W		MX	1877		NP8
From	Callao	12°02'S 77°14'W	CLL	PE			NP7
To	Lazaro Cardenas	17°54'N 102°10'W	LZC	MX	2350		NP8
To	San Pedrito Port	19°02'N 104°23'W			2491		NP8

  

Port to Connector Routes							
	FROM	GP	TO	GP	LENGTH	FOR	
	Auckland	36°46'S 174°49'E	Panama City	08°53'N 79°31'W	6653	Panama Canal and Caribbean ports	
	Brisbane	27°17'S 153°14'E	Mariana Islands	11°54'N 149°37'E	2460	South East Asia ports	
	Brisbane	27°17'S 153°14'E	Off Western Reef	02°35'S 144°09'E	1781	South East Asia ports	
	Brisbane	27°17'S 153°14'E	Panama City	08°53'N 79°31'W	7868	Panama Canal and Caribbean ports	
	Brisbane	27°17'S 153°14'E	Vokeo Island	02°58'S 144°00'E	1775	South East Asia ports	
	Brisbane	27°17'S 153°14'E	West Melanesian Trench	00°46'S 145°00'E	1833	South East Asia ports	
	Buenaventura	03°48'N 77°23'W	Panama City	08°53'N 79°31'W	340	Panama Canal and Caribbean ports	
	Callao	12°02'S 77°14'W	Inubo Saki	35°32'N 141°22'E	8302	South East Asia ports	
	Callao	12°02'S 77°14'W	Panama City	08°53'N 79°31'W	1355	Panama Canal and Caribbean ports	

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# NP136

PAGE 239, Gladstone, Harbour of Vancouver (Juan de Fuca Strait) and Hay Point.

Port to Port Routes and Port to Connector Routes.

Delete enties and replace by:

Port to Port Routes							
	PORT	GP	LOCODE	CCODE	LENGTH	FOR	NP
From	Gladstone	23°50'S 151°32'E	GLT	AU			NP15
To	Long Beach	33°43'N 118°11'W	LGB	US	6319		NP8
From	Harbour of Vancouver (Juan de Fuca Strait)	48°16'N 123°32'W	VAN	CA			NP25
To	Buenaventura	03°48'N 77°23'W	BUN	CO	4934		NP7
To	Long Beach	33°43'N 118°11'W	LGB	US	1474		NP8
To	San Pedrito Port	19°02'N 104°23'W			3064		NP8
To	Oakland	37°49'N 122°30'W	OAK	US	1042		NP8

Port to Connector Routes							
	FROM	GP	TO	GP	LENGTH	FOR	
	Gladstone	23°50'S 151°32'E	Cabo de Hornos	56°07'S 66°55'W	6440	South Atlantic ports	
	Gladstone	23°50'S 151°32'E	Caroline Islands	05°00'N 146°59'E	1956	South East Asia ports	
	Gladstone	23°50'S 151°32'E	Mariana Islands	11°54'N 149°37'E	2276	South East Asia ports	
	Gladstone	23°50'S 151°32'E	Off Western Reef	02°35'S 144°09'E	1585	South East Asia ports	
	Gladstone	23°50'S 151°32'E	Panama City	08°53'N 79°31'W	7967	Caribbean ports	
	Gladstone	23°50'S 151°32'E	Torres Strait	10°30'S 142°15'E	1326	South East Asia and Indian Ocean ports	
	Gladstone	23°50'S 151°32'E	West Melanesian Trench	00°46'S 145°00'E	1637	South East Asia ports	
	Harbour of Vancouver (Juan de Fuca Strait) (Route A)	48°16'N 123°32'W	Inubo Saki	35°32'N 141°22'E	4121	South East Asia ports	
	Harbour of Vancouver (Juan de Fuca Strait) (Route B)	48°16'N 123°32'W	Inubo Saki	35°32'N 141°22'E	4087	South East Asia ports	
	Harbour of Vancouver (Juan de Fuca Strait) (Route C)	48°16'N 123°32'W	Tsugaru Kaikyo	41°32'N 140°42'E	3907	South East Asia ports	
	Harbour of Vancouver (Juan de Fuca Strait) (Route D)	48°16'N 123°32'W	Tsugaru Kaikyo	41°32'N 140°42'E	3915	South East Asia ports	
	Hay Point	21°15'S 149°19'E	Mariana Islands	11°54'N 149°37'E	2145	South East Asia ports	
	Hay Point	21°15'S 149°19'E	Torres Strait	10°30'S 142°15'E	1119	South East Asia and Indian Ocean ports	
	Hay Point	21°15'S 149°19'E	West Melanesian Trench	00°46'S 145°00'E	1458	South East Asia ports	

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PAGE 243, Lazaro Cardenas, Long Beach and Lyttelton.

## Port to Port Routes, Port to Connector Routes and Waypoints

Delete entries and replace by:

Port to Port Routes							
	PORT	GP	LOCODE	CCODE	LENGTH	FOR	NP
From	Lazaro Cardenas	17°54'N 102°10'W	LZC	MX			NP8
To	Buenaventura	03°48'N 77°23'W	BUN	CO	1723		NP7
To	Callao	12°02'S 77°14'W	CLL	PE	2350		NP7
To	Newcastle	32°59'S 151°53'E	NTL	AU	6770		NP15
From	Long Beach	33°43'N 118°11'W	LGB	US			NP8
To	Gladstone	23°50'S 151°32'E	GLT	AU	6319		NP15
To	Harbour of Vancouver (Juan de Fuca Strait)	48°16'N 123°32'W	VAN	CA	1474		NP25
To	Melbourne	38°00'S 144°55'E	MEL	AU	7145		NP14
To	Port Botany	34°01'S 151°17'E	BTB	AU	6780		NP14
To	Quintero	32°45'S 71°34'W	QTV	CL	5077		NP7
From	Lyttelton	43°35'S 172°51'E	LYT	NZ			NP51
To	Brisbane	27°17'S 153°14'E	BNE	AU	1929		NP15

Port to Connector Routes						
FROM	GP	TO	GP	LENGTH	FOR	
Lazaro Cardenas	17°54'N 102°10'W	Inubo Saki	35°32'N 141°22'E	6013	South East Asia ports	
Lazaro Cardenas	17°54'N 102°10'W	Panama City	08°53'N 79°31'W	1635	Caribbean ports	
Lazaro Cardenas	17°54'N 102°10'W	Tsugaru Kaikyo	41°32'N 140°42'E	5879	South East Asia ports	
Long Beach	33°43'N 118°11'W	Inubo Saki	35°32'N 141°22'E	4781	South East Asia ports	
Long Beach	33°43'N 118°11'W	Panama City	08°53'N 79°31'W	3130	Caribbean ports	
Long Beach	33°43'N 118°11'W	Tsugaru Kaikyo	41°32'N 140°42'E	4640	South East Asia ports	

Waypoints					
ID	NAME	GP	ID	NAME	GP
PO12	Wilsons Promontory W	39°14'S 146°14'E	PO209	Off Harbour of Vancouver	48°29'N 124°45'W
PO21	North Island N	34°19'S 173°05'E	PO211	C. Falso S	21°40'N 109°26'W
PO25	Gabo Island SE	38°07'S 152°36'E	PO212	C. San Lazaro S	23°26'N 112°00'W
PO28	Standard Seamount SE	36°53'S 159°05'E	PO216	Off Lima	11°28'S 77°57'W
PO30	Challenger Plateau NW	36°02'S 163°44'E	PO221	P. Bayovar S	07°07'S 81°44'W
PO77	Three Kings Island	34°17'S 171°32'E	PO222	Paramount Seamount	03°29'N 90°18'W
PO81	Lord Howe Rise	34°11'S 163°40'E	PO232	Off C Johnson	47°57'N 125°18'W
PO85	Taupo Seamount SW	34°03'S 154°13'E	PO233	Off Columbia River	46°12'N 125°16'W
PO97	Moreton Island N	26°50'S 153°30'E	PO234	C Mendocino	40°23'N 125°00'W
PO145	Cape Farewell	40°06'S 173°04'E	PO239	Pioneer Seamount NW	37°33'N 123°39'W
PO149	Off Wellington	41°19'S 174°30'E	PO240	Richardson Rock	34°25'N 120°52'W
PO152	Kaikoura NE	42°15'S 174°02'E	PO246	Morro Puercos	06°56'N 80°13'W
PO154	Aleutian Trench SW	47°57'N 179°59'E	PO247	Islas San Benito SW	28°03'N 116°01'W
PO159	Swain Reefs S	22°47'S 152°53'E	PO253	Off San Diego	32°27'N 117°40'W
PO190	Off Panama	06°57'N 81°58'W	PO316	Torres Islands W	13°17'S 165°26'E
PO191	Off Managua	10°28'N 88°57'W	PO317	Jasper Seamount E	30°30'N 121°38'W
PO192	Punta San Telmo	18°02'N 104°03'W	PO318	Bishop Rock S	31°03'N 118°29'W
PO195	Off Acapulco	16°39'N 100°39'W	PO329	Oma Saki	41°37'N 140°54'E
PO197	Gulf of Panama	07°45'N 79°25'W	PO334	Hoke Seamount NE	33°40'N 124°35'W
PO202	Guadelupe W	28°43'N 119°28'W			

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# NP136

PAGE 245, Melbourne, Newcastle, Oakland and Port Botany.

## Port to Port Routes and Port to Connector Routes

Delete entries and replace by:

Port to Port Routes							
PORT		GP	LOCODE	CCODE	LENGTH	FOR	NP
From	Melbourne	38°00'S 144°55'E	MEL	AU			NP14
To	Auckland	36°46'S 174°49'E	AKL	NZ	2067		NP51
To	Long Beach	33°43'N 118°11'W	LGB	US	7145		NP8
To	Tauranga	37°34'S 176°13'E	TRG	NZ	2151		NP51
From	Newcastle	32°59'S 151°53'E	NTL	AU			NP15
To	Lazaro Cardenas	32°59'S 151°53'E	LZC	MX	6770		NP8
From	Oakland	37°49'N 122°30'W	OAK	US			NP8
To	Harbour of Vancouver (Juan de Fuca Strait)	48°16'N 123°32'W	VAN	CA	1042		NP25
To	Port Botany	34°01'S 151°17'E	BTB	AU	6714		NP14
From	Port Botany	34°01'S 151°17'E	BTB	AU			NP14
To	Auckland	36°46'S 174°49'E	AKL	NZ	1547		NP51
To	Long Beach	33°43'N 118°11'W	LGB	US	6780		NP8
To	Oakland	37°49'N 122°30'W	OAK	US	6714		NP8
To	Tauranga	37°34'S 176°13'E	TRG	NZ	1632		NP51

  

Port to Connector Routes						
FROM	GP	TO	GP	LENGTH	FOR	
Melbourne	38°00'S 144°55'E	Bass Strait	38°47'S 142°16'E	207	Indian Ocean and South East Asia ports	
Melbourne	38°00'S 144°55'E	Mariana Islands	11°54'N 149°37'E	3663	South East Asia ports	
Melbourne	38°00'S 144°55'E	Off Western Reef	02°35'S 144°09'E	2984	South East Asia ports	
Melbourne	38°00'S 144°55'E	Panama City	08°53'N 79°31'W	8187	Caribbean ports	
Melbourne	38°00'S 144°55'E	West Melanesian Trench	00°46'S 145°00'E	3036	South East Asia ports	
Newcastle	32°59'S 151°53'E	Caroline Islands	05°00'N 146°59'E	2557	South East Asia ports	
Newcastle	32°59'S 151°53'E	Mariana Islands	11°54'N 149°37'E	2877	South East Asia ports	
Newcastle	32°59'S 151°53'E	Off Western Reef	02°35'S 144°09'E	2198	South East Asia ports	
Newcastle	32°59'S 151°53'E	Torres Strait	10°30'S 142°15'E	1944	Indian Ocean and South East Asia ports	
Newcastle	32°59'S 151°53'E	West Melanesian Trench	00°46'S 145°00'E	2250	South East Asia ports	
Oakland	37°49'N 122°30'W	Inubo Saki	35°32'N 141°22'E	4458	South East Asia ports	
Oakland	37°49'N 122°30'W	Panama City	08°53'N 79°31'W	3572	Caribbean ports	
Oakland	37°49'N 122°30'W	Tsugaru Kaikyo	41°32'N 140°42'E	4307	South East Asia ports	
Port Botany	34°01'S 151°17'E	Off Western Reef	02°35'S 144°09'E	2275	South East Asia ports	
Port Botany	34°01'S 151°17'E	Torres Strait	10°30'S 142°15'E	2020	Indian Ocean and South East Asia ports	
Port Botany	34°01'S 151°17'E	Vokeo Island	02°58'S 144°00'E	2269	South East Asia ports	
Port Botany	34°01'S 151°17'E	West Melanesian Trench	00°46'S 145°00'E	2327	South East Asia ports	

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PAGE 249, Port Kembla, Quintero, San Jose, San Pedrito Port, Tacoma, Tauranga and Townsville.

### Port to Port Routes and Port to Connector Routes

Delete entries and replace by:

Port to Port Routes							
PORT		GP	LOCODE	CCODE	LENGTH	FOR	NP
From	Quintero	QTV	CL	32°45′S 71°34′W			NP7
To	Long Beach	LGB	US	33°43′N 118°11′W	5077		NP8
From	San Jose	SNJ	GT	13°54′N 90°46′W			NP8
To	Buenaventura	BUN	CO	03°48′N 77°23′W	1012		NP7
From	San Pedrito Port			19°02′N 104°23′W			NP8
To	Buenaventura	BUN	CO	03°48′N 77°23′W	1877		NP7
To	Callao	CLL	PE	12°02′S 77°14′W	2491		NP7
To	Harbour of Vancouver (Juan de Fuca Strait)	VAN	CA	48°16′N 123°32′W	3064		NP25
From	Tauranga	TRG	NZ	37°34′S 176°13′E			NP51
To	Brisbane	BNE	AU	27°17′S 153°14′E	1673		NP15
To	Melbourne	MEL	AU	38°00′S 144°55′E	2151		NP14
To	Port Botany	BTB	AU	34°01′S 151°17′E	1632		NP14

Port to Connector Routes						
FROM	GP	TO	GP	LENGTH	FOR	
Port Kembla	34°26'S 150°57'E	Mariana Islands	11°54'N 149°37'E	2990	South East Asia ports	
Port Kembla	34°26'S 150°57'E	Panama City	08°53'N 79°31'W	7822	Caribbean ports	
Quintero	32°45'S 71°34'W	Panama City	08°53'N 79°31'W	2721	Caribbean ports	
San Jose	13°54'N 90°46'W	Panama City	08°53'N 79°31'W	924	Caribbean ports	
San Pedrito Port	19°02'N 104°23'W	Inubo Saki	35°32'N 141°22'E	5857	South East Asia ports	
San Pedrito Port	19°02'N 104°23'W	Panama City	08°53'N 79°31'W	1788	Caribbean ports	
San Pedrito Port	19°02'N 104°23'W	Tsugaru Kaikyo	41°32'N 140°42'E	5724	South East Asia ports	
Tacoma	48°14'N 123°32'W	Inubo Saki	35°32'N 141°22'E	4120	South East Asia ports	
Tauranga	37°34'S 176°13'E	Caroline Islands	05°00'N 146°59'E	3258	South East Asia ports	
Tauranga	37°34'S 176°13'E	Mariana Islands	11°54'N 149°37'E	3578	South East Asia ports	
Tauranga	37°34'S 176°13'E	Off Western Reef	02°35'S 144°09'E	3034	South East Asia ports	
Tauranga	37°34'S 176°13'E	West Melanesian Trench	00°46'S 145°00'E	3086	South East Asia ports	
Townsville	19°07'S 146°55'E	Mariana Islands	11°54'N 149°37'E	2022	South East Asia ports	
Townsville	19°07'S 146°55'E	Off Western Reef	02°35'S 144°09'E	1334	South East Asia ports	
Townsville	19°07'S 146°55'E	Torres Strait	10°30'S 142°15'E	635	South East Asia and Indian Ocean ports	

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NP201A-20 ADMIRALTY TIDE TABLES, United Kingdom English Channel to River Humber  
(Including Isles of Scilly, Channel Islands and European Channel Ports) Volume 1A 2020 Edition

Page 293, Part II, Time and Height Differences for predicting the tide at Secondary Ports, ENGLAND,  
SOUTH COAST.

The existing data is shown below:

65	POOLE HARBOUR .....	(see page 38)	—	—	0500 and 1700	1100 and 2300	4.7	3.8	1.9	0.8
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The changes required are shown below:

36a	POOLE HARBOUR .....	(see page 38)	—	—	0500 and 1700	1100 and 2300	2.2	1.7	1.2	0.6
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UKHO 35/19

