





# Preface

“As an officer and a Navigator I have ever looked with horror on neglect and indolence, and have never yet crossed the Seas without that foresight which is necessary to the well doing of the voyage...”

“*Bligh*”, Gavin Kennedy, Duckworth 1978, p131.

Captain Bligh, quoted above, has caught the essential nature of good seamanship in those few words. A difficult man, but whatever his faults, he is acknowledged to have been a superb navigator who contributed to the pioneering work of the expeditions led by the incomparable Captain Cook.

The modern Admiralty chart is a direct link to these astonishingly *competent* men and innumerable others who have patiently measured the Earth for us over the last two hundred years. Proper care of charts is part of “that foresight which is necessary to the well doing of the voyage...” and is, in some small way, an act of homage to those pioneers.

Today, the ship’s navigator is the final, and possibly, the weakest link in the chain of the production of the chart. The care and attention which is lavished on each chart continues until it leaves the Admiralty Chart Agent, after which all depends upon the competence of the end-user. Properly used and understood, the Chart Correction System should ensure that each expensive chart on board is as good as those ashore ready for purchase. Experience has taught me this cannot be taken for granted and some years ago I was fortunate enough to obtain a copy of “H.86” – Notes on Chart Correction for Admiralty Chart Agents – the ancestor of this publication. This proved to be an excellent tool for the education of my navigators, the only fault being that it was not in general circulation.

Mr R G Templeman, Supply and Production Planning, Chart Correcting, has now revised the original “H.86” for a wider market and I welcome “How to keep your Admiralty Charts up-to-date” as a significant aid to safety in helping to ensure that our charts are as correct as they can be. For as long as paper charts are produced and used this valuable guide should accompany each chart outfit. Cook and Bligh may well have approved.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian Hale', written in a cursive style.

Captain Ian Hale

The second edition of this publication included amendments reflecting the revised format of Notice to Mariners. This third edition is a general revision of the publication and also reflects changes in the layout of tracings and the digital distribution of Notice to Mariners.

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# Introduction

“There are no charts of any part of the world so accurate and no directions so perfect as not to furnish frequent occasion for revision and amendment”.

*Title page of the ‘Nautical Magazine’, published in 1832.*

“The degree of reliance to be placed on a chart must depend upon the character and completeness of the original survey material and on the completeness of reports of subsequent changes. The chart must never be taken for granted”.

*Admiralty Manual of Navigation, 1987.*

These quotations are saying the same thing. These important statements are reminders that you can rely on Admiralty charts **ONLY** if they are updated accurately.

This document does not attempt to teach navigation. It is assumed that you are able to plot from the text of an Admiralty Notice to Mariners and that you know how to position the updates accurately on the chart.

The purpose of this document is to set out simply and clearly the essential points of good chart maintenance.

For the purpose of demonstrating chart updating techniques, the examples shown are from charts which were updated by hand in the UK Hydrographic Office. Each update is made in **violet ink**.



9.       **Hacksaw blade** A useful tool which you can use to draw the symbol for a cable. The blade should have about 14 teeth to 1 inch (2.5cm). Be careful to use the blade so that your pen will flow over the teeth.
10.      **Straight edge** A steel straight edge, preferably 1 metre in length, with a true and straight edge is a useful tool for finding a position on a chart. It is a slower process than using a parallel ruler and dividers but there is less room for error.
11.      **Template**       With various sizes of holes, should be used for drawing symbols for radar and radio beacons, small circular limits, etc.

## Equipment: Publications

12.      **NP 133A**       Chart Correction Log. This publication may be purchased from any appointed Admiralty Chart Agent. It lists every chart numerically and is used to record updates (by their NM number) against any chart affected. It is recommended that, when the Admiralty NMs are received (see Chapter 2: **Notices to Mariners** (Section II) you should identify those charts which are affected and record the relevant NM number against the chart number in the NP 133A. You can correct your charts later in ink and cross the appropriate NM number through in pencil in NP 133A as you complete each update. The date of the New Edition/New Chart should be entered in ink as a permanent record. The year date for the current year of NMs should be underlined so that it is not confused with an NM number. On the next page is an example extract of NP 133A.

If you only have a few charts aboard, you may prefer to use a lined jotter or note book with a list of the chart numbers in numerical order. Merchant marine officers may prefer to use a card index system based on folio content. A computer program can be adapted to accommodate this information. You can use Admiralty Notices to Mariners ~On-Line~ (ANMO) Service (see page 54), or the outfit management services of an International Admiralty Chart Agent (IACA).

Whichever system is used, it is vital that an up-to-date record is maintained of all updates affecting all charts held. Without such a record it is very easy to lose track of where you are up to in the updating process. If this happens, the process will become chaotic and you are likely to miss several notices.

Chart No.	Folio No.	Notices to Mariners affecting chart
3061	89	1987 OCT 2 (NE)-2002-117-2127-5172-5435-2003-2343-2973
3062	11	1990 DEC 21 (NE)-2002-429-559-783-5475-2003-756

Extract from Chart Correction Log NP 133A

13. **NP 234** This is the “**Cumulative List of Admiralty Notices to Mariners**” which is published twice a year: The first is published in January and includes all NM numbers published during the previous two years. The July edition includes all the NM numbers published during the previous two and a half years. It also contains the latest edition dates for all charts in the Admiralty series. It is a very useful tool for checking the accuracy of your record of updates. It is the only source of information when setting up an NM record system for the first time. The Cumulative NM List, NP 234, can also be found on the UKHO web site [www.ukho.gov.uk](http://www.ukho.gov.uk).
14. **Chart 5011** This is a booklet entitled “**Symbols and Abbreviations used on Admiralty Charts**” but it is also known and recognised by its chart number. It explains every symbol used on Admiralty charts and should be used as a guide during the chart updating process. Chart 5011 is a publication which is updated by NM when necessary.
15. **‘X’ Charts explained** When important changes to routing measures or other charted features are due to come into force on a given day, it is important that charts users are aware of the changes before the event takes place. Sometimes the easiest way to promulgate these changes is to issue a new edition of the chart in advance of the changeover day, with the new situation depicted. This chart will then be readily available for use when the changeover occurs. However until that date, mariners should continue to use the existing edition of the chart.
- To stop the existing and new charts becoming mixed up, the UKHO refers to the existing chart as an ‘X’ chart. Mariners are instructed to mark the chart number on the existing chart with a prefix ‘X’. Both charts will then need to be kept up-to-date until the new edition comes into force, when the ‘X’ chart will be cancelled. Separate updates will be issued for the new edition and the ‘X’ chart. The date and time that the new edition comes into force will be shown on the chart. Unless the changeover date is postponed after the new edition has been distributed, only (T) NMs will be issued to update the ‘X’ chart.

16. **Annual Summary (NP247)** The Annual Summary of Admiralty Notices to Mariners is published in January each year. It contains the text of Annual Notices to Mariners issued in that year, a reprint of all Temporary and Preliminary Notices to Mariners in force at the beginning of the year and a reprint of amendments to Admiralty Sailing Directions that have been issued since publication of the latest editions or supplements. This is an essential part of a chart outfit. You should make sure that you have one on board as soon as possible after it has been published. Annual Notices can be downloaded from the UKHO web site.
17. **Chart Catalogue (NP131)** Although not mandatory, chart users may find it useful to keep their chart catalogue up-to-date for new charts and new editions published and those withdrawn without replacement. Chart limits may be drawn in or deleted on the appropriate index sheet in NP 131 and the chart number and title inserted or deleted as appropriate on the opposite page in the relevant place. This will ensure the correct charts can be ordered if the vessel is scheduled to take passage through such areas.

# Chapter 2

## Notices to Mariners:

### Information available from the Weekly Edition of Admiralty Notices to Mariners.

On the **front cover** there is a list of **Contents**, reference to **Copyright**, important **Fax and telephone numbers**, **e-mail** and **web site addresses**, and a request to inform the UKHO on discovery of new dangers and of shortcomings in Admiralty products.

### Section I Explanatory Notes, Publications List

**Searchable Notices to Mariners** are available from the UKHO web site. For an explanation of how to access and use the web site, see page 54.

The beginning of Section I contains guidance notes for the use of Admiralty Notices to Mariners on-line. There are a number of explanatory notes about specific items within the Weekly Notices to Mariners.

It is **strongly recommended** that you thoroughly read the “EXPLANATORY NOTES”.

At the beginning of the **Publications List** is an index of Admiralty Charts affected by the Publications List. Thereafter there are a number of standard sections (outlined below) and finally any “one-off” announcements.

***Admiralty Charts and Publications Now Published and Available.*** This part contains a list of **New Charts and Publications**, followed by **New Editions of Charts and Publications** published in the last week and available from Admiralty Chart Agents. It is important to monitor this information in case you should be left with an out-of-date edition of a chart which has been superseded by a new version. When you receive a new chart or new edition, you must destroy the old superseded copies **immediately**. It is dangerous to use an out-of-date edition of a chart.

***Admiralty Charts and Publications to be Published.*** A list of charts to be published as new charts or new editions of existing charts and a list of new Admiralty publications scheduled to be published on a certain date in the future. They will be available from Admiralty Chart Agents on this date. This is included so that advanced orders can be placed with your Admiralty Chart Agent.

***Revised publication dates.*** This paragraph revises the publication date of a chart or publication which has been announced in previous weeks. A reason for any delay is given.

***Admiralty Charts and Publications permanently withdrawn.*** As a result of the publication of a new chart or new publication, certain other charts or publications of the same geographical area may be cancelled and withdrawn. It is important that the cancelled copies are destroyed as soon as you receive the new copy.

***Admiralty Raster Chart Services - Latest Issue Dates of Regional Discs.*** As well as the last issue date the intended re-issue date is promulgated for regional discs due to be superseded in the near future.

From time to time there will be a paragraph entitled ***Revised UK Recommended Retail Prices (RRP(UK))***. It will advise you of the latest revised price of Admiralty Charts and Publications and the date this will take effect.

Also from time to time, there will be an announcement under the heading *Admiralty Distributor Information* to show the appointment of new Admiralty Distributors and Chart Agents, the termination of appointments and any changes in the address or contact details.

*Erratum.* Occasionally, at the end of Section I, corrections to textual errors which have occurred in earlier Weekly editions of Admiralty Notices to Mariners will appear.

## Section IA Temporary and Preliminary Notices (Monthly)

This section contains a list of T&P notices cancelled during the previous month and a list of those T&P notices previously published and still in force.

## Section IB Current Hydrographic Publications (Quarterly)

Information is provided on Hydrographic Publications at the end of March, June, September and December. This section lists the current editions of:

- Admiralty Sailing Directions and their latest Supplements;
- Admiralty List of Lights and Fog Signals;
- Admiralty List of Radio Signals;
- Admiralty Tidal Publications.

This information is also contained in the Cumulative List of Admiralty Notices to Mariners (NP 234), which is published every six months.

## Section II Admiralty Notices to Mariners. Updates to Standard Navigational Charts

*Geographical Index.* This index gives you a quick reference to those pages dealing with updates to charts in a particular geographical area.

*Index Pages* On receipt of the Weekly Edition you should look at the **Index of Charts Affected** and compare it with your stock record to identify those charts to be updated. The appropriate NM numbers should be inserted against the affected chart in your NP 133A or other record as explained in Chapter 1. NMs are printed in numerical order within geographical regions. A glance at the **Index of Notices** on the previous page will identify the appropriate page number for a particular NM. Some International/Admiralty Chart Agents (IACAs/ACAs) can supply lists of NM numbers tailored to your charts aboard.

*Chart Updates* The first Notice in Section II refers to Miscellaneous Updates to Charts. These updates normally arise as consequential action to overlapping or different scale charts on publication of a New Chart or New Edition. For example, new chart limits may have to be inserted on a smaller scale chart covering the same area as a new chart or limits deleted if a chart has been withdrawn. Alternatively, cautionary notes may need to be inserted or the wording altered.

See **Chapter 3 “Notices to Mariners: format of Chart Updates”** for a more detailed description of the structure of NMs and **Chapter 4** for examples of different types of NM with notes on how to carry out the updates.

**Temporary and Preliminary NMs:** These are shown by (T) or (P) after the NM number and a reference to the year of publication. The explanatory notes at the beginning of Section I of the Weekly edition includes further explanation. Temporary Notices may be issued to warn of temporary changes in aids to navigation or to warn you of hazards of a temporary nature e.g. a naval exercise, exploratory drilling, dredging, etc.

Preliminary Notices may contain the latest information about new permanent developments e.g. harbour works, or a bridge under construction. They may also provide you with

- advanced notice of permanent changes about to take place,
- an outline of changes found in an examination of a new survey or a foreign chart which will later be promulgated by block correction or partial new edition.

These notices are placed at the end of Section II and printed only on one side of the page so that you can cut them out and paste them in a notebook or loose leaf folder for ready reference.

The information contained in T & P notices is important navigational information which should be inserted onto your in-use charts in **pencil**. The number of the NM should also be inserted against the affected chart number in your records NP 133A, also in pencil. A monthly list is published which lists all T & P notices in force (see Section 1A).

## Section IIA Reprints of New Zealand NMs

Since the publication of Weekly Edition 9 dated 6th March 1993, it has been the practice to select only those New Zealand NMs that meet the criteria in Annual Notice 9 and publish them as Admiralty NMs. However, for those who require to know the full details for all New Zealand chart updating (ie not T & P) NMs, there is an unabridged version of these produced in Section IIA.

At the end of **Section II**, you will find cautionary notes, blocks, depth tables and diagrams associated with the updates listed in Section II.

## Section III Reprints of selected Radio Navigational Warnings

See the note at the start of Section III of the Weekly Edition. More details regarding this information can be found in Annual Notice 13 and the Admiralty List of Radio Signals Volume 3.

These warnings are selected reprints of those issued and promulgated through the Worldwide Navigational Warning Service (WWNWS) in the week preceding the in-force date at the top of the page. Warnings received through the WWNWS and those in Section III should be plotted on in-use charts in pencil, as appropriate.

## Section IV Amendments to Admiralty Sailing Directions (SDs).

Admiralty Sailing Directions are complementary to the chart and to other navigational publications. It is important, therefore, to have a system whereby any amendments can be easily retrieved and cross referenced to the particular section of the parent publication. It is recommended that amendments are kept in a file with the latest '*in force*' list of amendments (published periodically at the end of Section IV) on the top. The list can then be consulted when using the parent book to see if any amendments affecting the area under consideration are in force. It is not recommended that amendments be stuck in the parent book or supplement.

## **Section V Amendments to Admiralty Lists of Lights and Fog Signals (ALLs)**

Each week there are changes affecting the volumes of ALLs. The most important of these changes are reflected in the chart updates but not necessarily in the same weekly edition.

This information is printed on one side of the page so that you can either cut it out and stick it in the affected volume, or keep it filed separately so that you can easily refer to it. It is also important to annotate the record of amendments inside the front cover of each volume when the amendments have been completed.

## **Section VI Amendments to Admiralty List of Radio Signals (ALRS).**

Equally important is the information contained in these volumes and amendments should be carried out in the same manner as those in the Lists of Lights and Fog Signals.

At the end of each Weekly Bulletin a Hydrographic Note (H102) and a Hydrographic Note for Port Information (H102a) is included for your use if you find any information of navigational importance which is not already on your chart and which you wish to tell us about.

# Chapter 3

## Notices to Mariners: Format of Chart Updates

The text of a chart updating notice always follows the same format:

**A** → 2087\*      **B** → ENGLAND - East Coast - The Wash - Lynn Deeps, Bull Dog Channel, Wisbech Channel and King's Lynn -  
**C** → Wreck. Light-beacon. Buoyage. Depths.  
**C** → Light List Vol. A, 2004/05, 2376.2  
**E** → Source: MRCC Yarmouth, Port of Wisbech Authority and King's Lynn Conservancy Board ← **D**  
**E** → Note: Former Notice 1966(P)/03 is cancelled


**F** → Chart 108 [ previous update 5328/03 ] ETRS89 DATUM  
**G** → Insert  53° 00'·05N., 0° 21'·87E.


Chart 1190 (INT 1508) [ previous update 615/04 ] ETRS89 DATUM  
 Insert  **F** → 53° 00'·05N., 0° 21'·87E.






Chart 1200 (INT 1556) (plan F, King's Lynn) [ previous update 5154/03 ] ETRS89 DATUM  
 Insert  Q.R. 52° 45'·325N., 0° 23'·487E.

Chart 1200 (INT 1556) [ previous update 5154/03 ] ETRS89 DATUM  
 Insert  53° 00'·05N., 0° 21'·87E.  
 Q(6)+LFl.15s Lake 52° 51'·02N., 0° 13'·39E.  
 VQ(3)5s MAC 52° 50'·63N., 0° 12'·49E.  
 drying approximate contour, joining: **H** → (a) 52° 51'·20N., 0° 13'·74E. (existing contour)  
 (b) 52° 50'·99N., 0° 13'·44E.  
 52° 50'·80N., 0° 12'·98E.  
 52° 50'·87N., 0° 13'·04E.  
 (a) above  
 (b) above

Delete former  Q(6)+LFl.15s Lake  
 former drying approximate contour, joining:

- A** The NM number in the current year which should be recorded at the bottom left hand corner of the chart after you have updated the chart. An asterisk indicates that the notice is based on original information.
- B** The title includes the geographical area or country, a more specific region or port and the nature of the update.
- C** When the update affects a light and/or radio signal, the relevant Admiralty List of Lights and/or Admiralty List of Radio Signals volume and the appropriate number will be shown.
- D** The source of the information is shown under the title of the NM.

**E** Occasionally an informative *Note* is included. These notes may be used to indicate such things as a T or P NM being cancelled by the promulgation of that particular chart update, when other charts affected by the source information will be updated in due course e.g. by block or NE, and when the NM affects “Certain Copies only.”

“Certain Copies only” means that some charts have already been corrected for information contained in the Notice to Mariners. For whatever reason, it is important to know that you must **always** write the number of the Notice to Mariners in the bottom left hand corner of the chart **even** when your chart contains the information reported in the Notice to Mariners.

**F** The NM individually lists each chart affected, showing the relevant part or parts of the update which affect that chart.

The following points should be noted:

- Charts are listed in numerical order within each update.
- If the previous update information contained in the square brackets does not agree with the information on your chart, you are missing one or more NMs or you are using an old edition. You should always insert the missing NMs onto the chart before updating the chart for the latest NM.
- The geodetic datum is shown alongside the chart number after “previous update”. If the notice affects a plan or inset, this is indicated. NB. Tracings should always be filed by chart number. That way all the relevant information for any particular chart is kept together and, if that chart is cancelled or replaced by a new edition or a new chart, all the old tracings relating to that chart can be destroyed.

**G** The text of the update comes next. Be careful when noting positions. Positions are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some charts.

**H** In some cases, positions may be cross-referenced in this manner.

# Miscellaneous Updates To Charts

This miscellaneous update primarily includes changes to charts as a result of the publication of the new editions and new charts listed in section I. These can be things such as changes to the limits of larger scale charts, changed “adjoining chart” references or altered cautionary notes. The following is an example of a miscellaneous update.

<p><b>A</b> → <b>4290 MISCELLANEOUS UPDATES TO CHARTS</b></p> <p>Source: UK Hydrographic Office.</p>										
<i>Chart</i>	<i>Previous Update Details</i>									
142	2527/04	Amend reference to read, 1912, in position: 35° 50'·6N., 5° 50'·6W. Delete note, POSITIONS: CHART 1912, centred on: 36° 07'·0N., 5° 45'·8W.								
Aus 395	1200/03	Insert magenta limit and chart number, Aus 676, as follows:  <table border="0"> <tr> <td>North: 4° 39'·15S.</td> <td>East: 149° 34'·33E.</td> </tr> <tr> <td>South: 4° 40'·90S.</td> <td>West: 149° 32'·45E.</td> </tr> </table> Insert magenta limit and chart number, Aus 676, as follows:  <table border="0"> <tr> <td>North: 5° 32'·70S.</td> <td>East: 149° 14'·60E.</td> </tr> <tr> <td>South: 5° 35'·83S.</td> <td>West: 149° 11'·08E.</td> </tr> </table>	North: 4° 39'·15S.	East: 149° 34'·33E.	South: 4° 40'·90S.	West: 149° 32'·45E.	North: 5° 32'·70S.	East: 149° 14'·60E.	South: 5° 35'·83S.	West: 149° 11'·08E.
North: 4° 39'·15S.	East: 149° 34'·33E.									
South: 4° 40'·90S.	West: 149° 32'·45E.									
North: 5° 32'·70S.	East: 149° 14'·60E.									
South: 5° 35'·83S.	West: 149° 11'·08E.									
856	1318/03	Insert magenta limit and chart reference, 1912 (see Note - POSITIONS), joining the following positions:  34° 15'·25N., 6° 41'·83W. 34° 17'·51N., 6° 41'·83W. 34° 17'·51N., 6° 38'·80W. 34° 18'·92N., 6° 38'·00W. 34° 18'·92N., 6° 33'·83W. 34° 15'·25N., 6° 33'·83W. Insert accompanying note, CHART 1912: POSITIONS, centred on: 33° 34'·4N., 6° 32'·4W. Delete magenta limit and chart number, 1912, centred on: 34° 18'·9N., 6° 42'·0W.								

- A** The miscellaneous NM number to be recorded in the bottom left hand corner of each chart updated. The miscellaneous NM is always the first notice each week.
- B** The chart to be updated and the previous update number.
- C** The text of the update to be applied.
- D** The instruction to insert new larger-scale chart limits is shown like this. Draw a “box” with these limits and insert the chart number (in this case Aus 676) in a corner of the box clear of other detail.

# Chapter 4

## How to apply the updates to your charts

All NMs should be logged against the appropriate chart number in NP 133A (see page 5). Thereafter all charts in current use and those required for any forthcoming passage should be updated. Other charts held on board should then be updated as time allows. If tracings are used, these should be stored by chart number so that in the event of a change of passage plan, any charts that are required but have not been updated, can quickly be brought up to date.

Where more than one copy of a chart is held, either each copy should be logged separately in NP 133A or a pencil notation should be made against the chart number indicating how many copies are held. It is important that all copies are maintained consistently so as to avoid the possibility of a wrong (out of date) copy being used.

The principles, practises and conventions of chart updating are illustrated by the following examples. Though reference is made to the tracing in the examples given, **always** refer to the Admiralty Notice to Mariners text which is the primary source. By reading the NM whilst looking at the chart in question you will avoid the risk of deleting information which otherwise could have been used to complement the new information being inserted. **Always insert information before you delete any information.**

It should be noted that a tracing is only a guide to illustrate the update and to pin-point a position. Special symbols are used on the tracing to indicate insertions and deletions. These should **NOT** be copied faithfully onto the chart. The following examples will point out mistakes which can be made if the information you are inserting on the chart is copied from a tracing. **A tracing is a tool to be used to position an update accurately and quickly.**

There is not an example of a NM Block. You are expected to align these and stick them as well as you can onto the affected charts. It is important to remember to cut off the enclosing black line around the limits of the area of a block before sticking it onto the chart. There is normally at least 5mm inside the line with no new or deleted information on it. See recommended method in **Chapter 1 sub paragraph 5.**

When you are updating your charts you may be distracted. This will interrupt your concentration. You must take steps to prevent such interruptions causing you to make mistakes on your charts. The following procedure will help you avoid making mistakes:

1. Using the information in the NM (**in conjunction** with the tracing if you have it) apply the update to the chart.
2. Check what you have done.
3. When you are satisfied that you have correctly followed the instructions of the NM (and only then) write the NM number in the bottom left hand corner of the chart as a record of the completed update. **It is dangerous to apply the NM number in the bottom left hand corner of the chart before you have updated the chart.** Now you can cross through the NM number adjacent to the chart in your NP 133A or similar record.

For further advice you should ask your Admiralty Chart Agent.

Any charts held on board that are not, and will not be maintained up-to-date should clearly be marked "NOT TO BE USED FOR NAVIGATION".

# Explanation of Terms used in Notices to Mariners

The main text of the update starts with one of the following five commands, usually in the order shown:

**INSERT** is used for the insertion of all new data or, together with the **DELETE** command, when a feature has moved position sufficiently that the **MOVE** command is not appropriate. For example: Delete feature and Insert in a different position.




**AMEND** is used when a feature remains in its existing charted position but has a change of characteristic, for example:

Amend light to, Fl.3s25m10M 32°36′.90S., 60°54′.18E.

When only the range of a light changes:

Amend range of light to, 10M 32°36′.90S., 60°54′.18E.

**SUBSTITUTE** is used when one feature replaces an existing feature and the position remains as charted. The new feature is always shown first, for example:

Substitute  for  (where  is the new feature)


**MOVE** is used for features whose characteristics or descriptions remain unchanged, but they are to be moved small distances, for example:


Move starboard-hand conical buoy from: 56°00′.62S., 4°46′.47E.

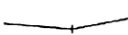
to: 56°00′.30S., 4°46′.35E.

**DELETE** is used when features are to be removed from the chart or, together with the **INSERT** command, when features are moved a significant distance such that the **MOVE** command is inappropriate.

# Explanation of Symbols and Instructions on Tracings

**Insertion:** Information to be inserted is shown by a crossed arrow () and will be boxed. The position of the insertion is shown as a small circle containing a dot at its centre. An arrow will be shown from the box to the circle. Sometimes clarification may be required regarding what should be inserted or deleted. This is often the case with substitution where words such as “in lieu” may be added to the tracing to assist those carrying out updates.

**Deletion:** Information to be deleted will be boxed and hatched out by diagonal lines. A deletion symbol () may be annotated next to the hatched area. Where a cautionary note is being deleted, the word “Delete” will be inside the hatched area of the note.

**Linear features** Small ticks are used to indicate the turning points of linear features such as pipelines, cables or area limits thus: 

**Insertion after deletion:** Often a deletion is coupled with an insertion on the same tracing. In this case, deletion is carried out in the usual way (as above) followed by insertion in the position shown by the arrows.





# Examples

- Example 1 Add a new buoy..... 20
- Example 2 Delete a wreck ..... 22
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- Example 16 Insert new maintained depth area, delete former charted detail .. 50
- Example 17 Insert legend between two points..... 52


# Example 1

**4338 UNITED STATES OF AMERICA - West Coast - Washington - North-west Approaches to Columbia River - Cape Disappointment North-westwards - Buoy.**

Source: US Notice 35/18500/04  
(HH.612/465/-04 e21).

Chart 2940 [ previous update 4160/04 ] UNDETERMINED DATUM

Insert

 FLY.4s 'RN'

46° 26'·3N., 124° 18'·1W.

## Notes

The most simple of updates – a straightforward addition of a new buoy. If you have access to the tracing, accurately position this over the chart and mark through the small circle showing the location of the new buoy. Where possible, the new symbol should be drawn in its exact position. If there is not enough space to do this, then draw a small circle on the chart at the correct position. In a clear area of the chart, draw the buoy, light description and light flare and arrow this into the circle at the new position. As with all updates, add the NM number to the bottom left-hand corner of the chart.

Folio  
90

NM 4338/04

Previous Update  
4160/04

~~NE/NE~~  
FEB. 03

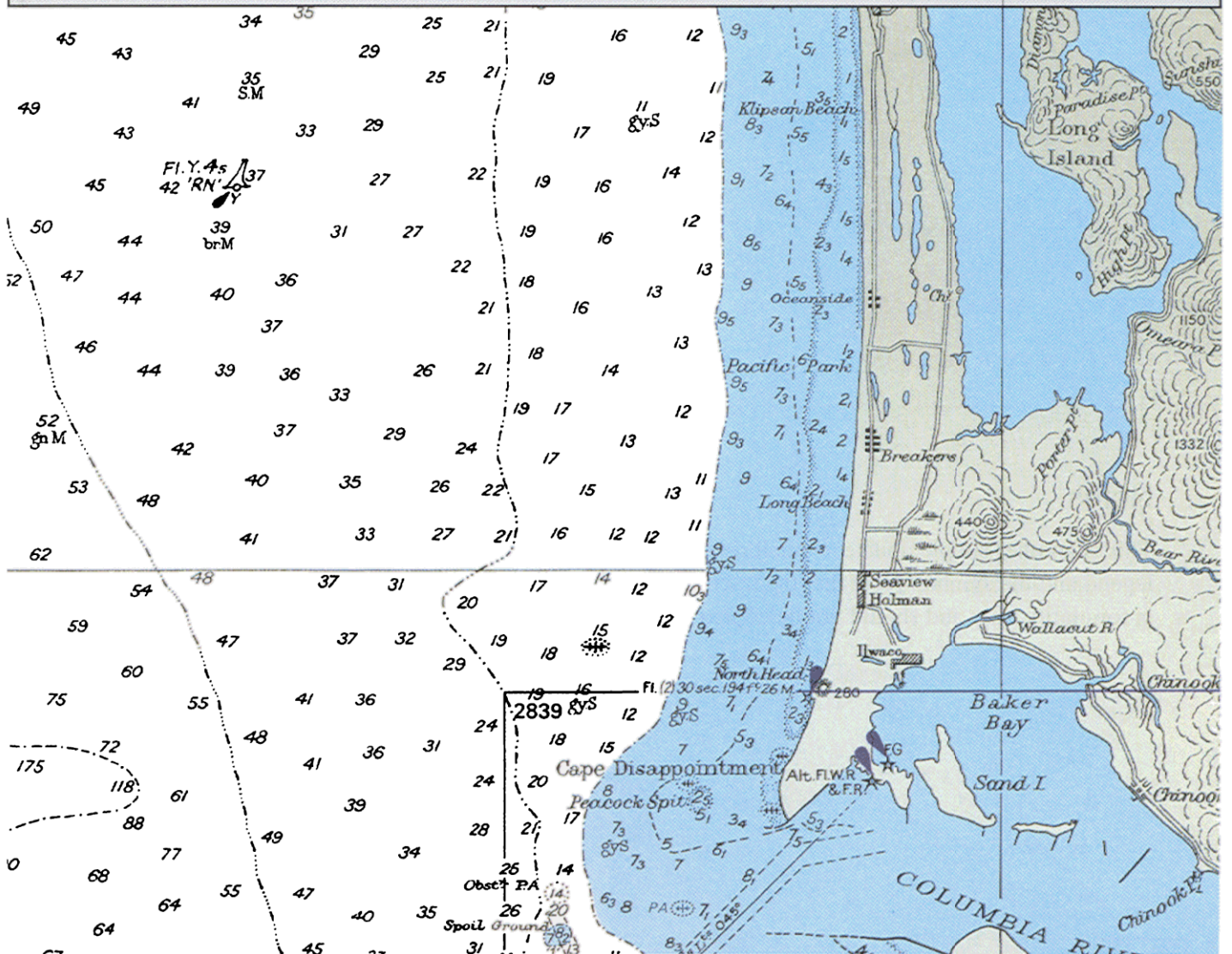
Chart No  
2940

Tracing Size  
120 x 185 mm

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RIGHT BELOW CENTRE

124° 00'  
46° 20'



## Example 2

**4322\* IRELAND - East Coast - Braymore Point Northwards - Wreck.**

Source: Irish Lights  
(HH.286/460/-06 e28).

Chart 44 [ *previous update 3381/04* ] OSI DATUM

Delete



53° 40' 25N., 6° 11' 70W.

Chart 1411 (INT 1608) [ *previous update 4020/04* ] ETRS89 DATUM

Delete



53° 40' 25N., 6° 11' 70W.

## Notes

This is another simple update, a small deletion. Using a thin nib, draw two lines through the “Wk” legend and the symbol. Note that the tracing shows the work to be deleted by cross-hatching. This is for clarity only and should not be copied onto the chart as it is shown on the tracing.

Folio  
3

NM 4322 / 04

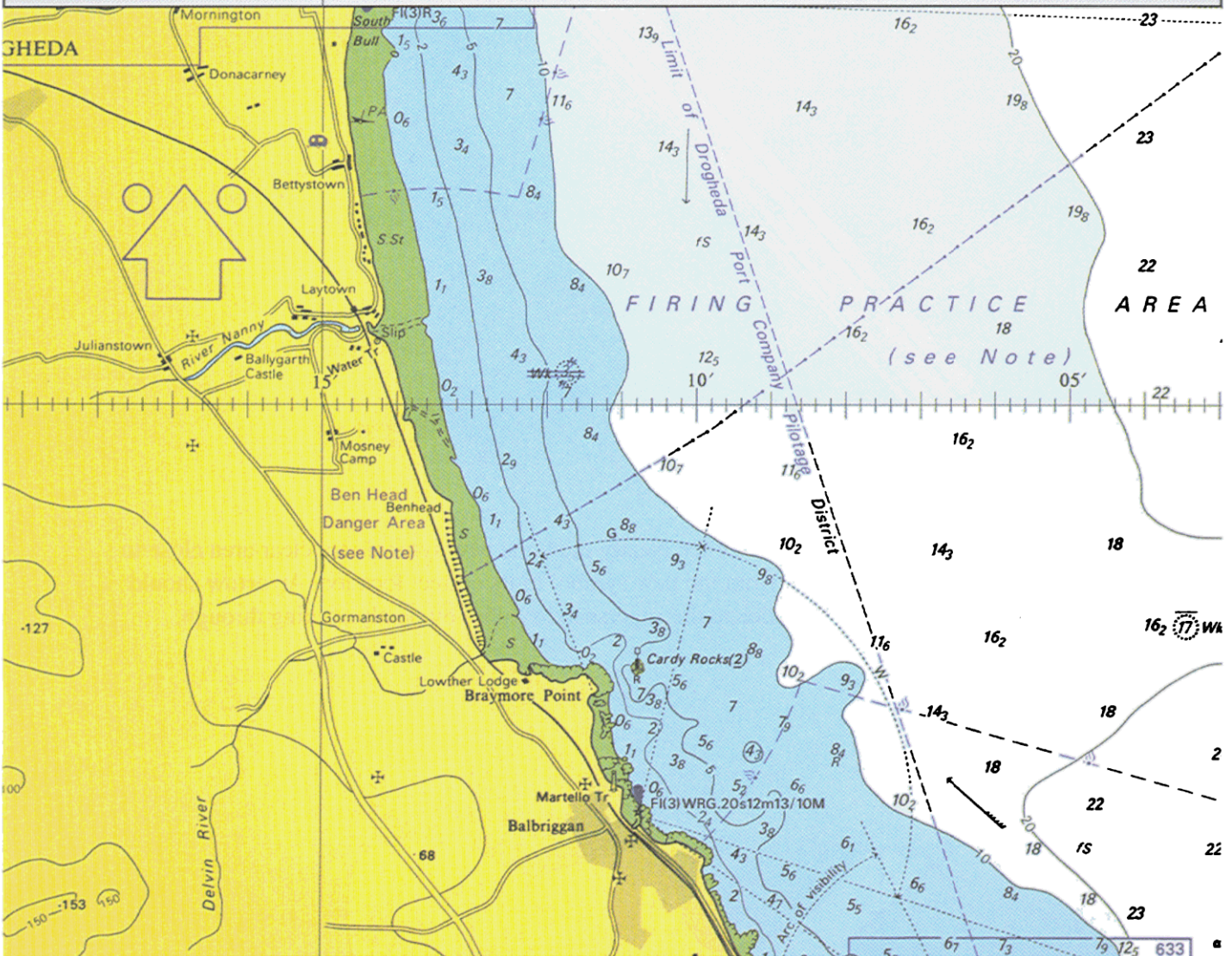
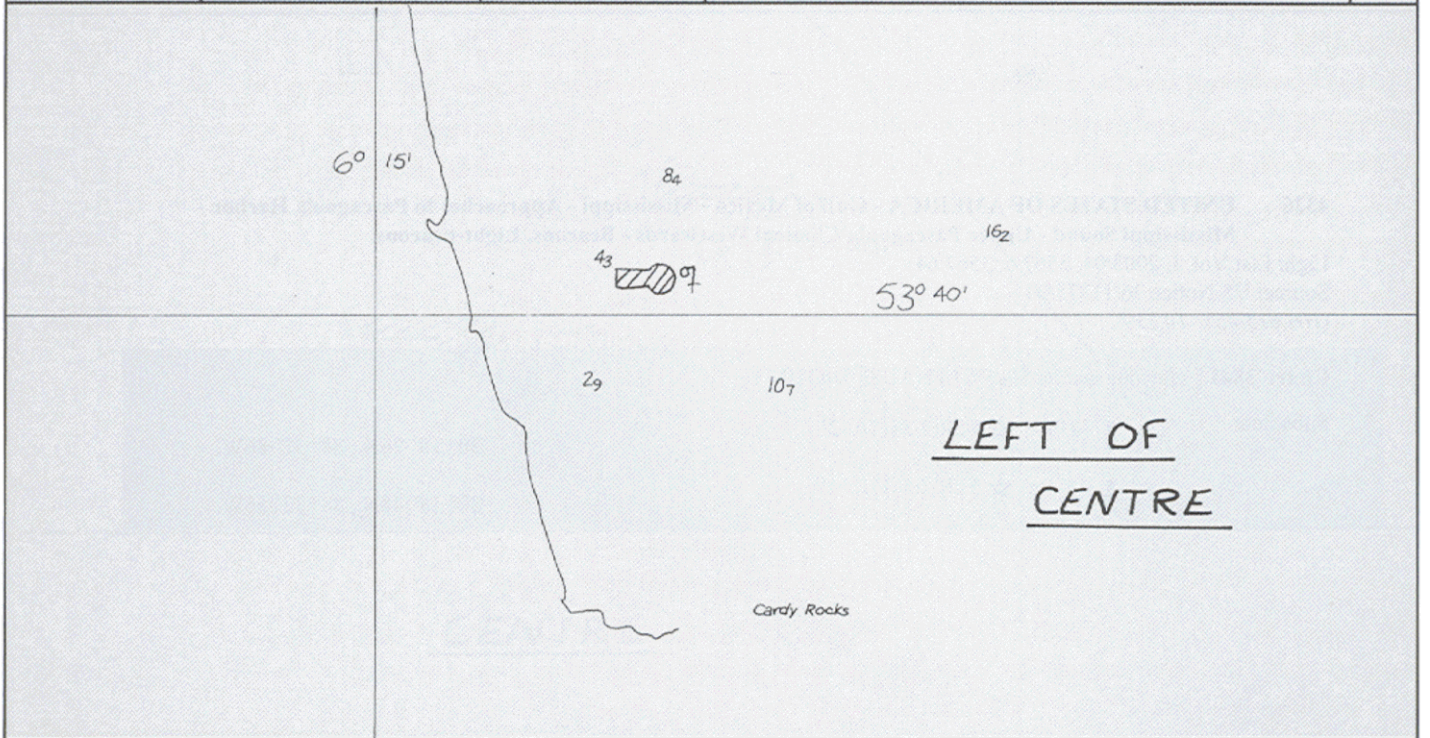
Previous Update  
3381 / 04

~~NC/NE~~  
FEB. 01

Chart No  
44

Tracing Size  
120 x 185 mm





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# Example 3

**4326 UNITED STATES OF AMERICA - Gulf of Mexico - Mississippi - Approaches to Pascagoula Harbor - Mississippi Sound - Upper Pascagoula Channel Westwards - Beacons. Light-beacons.**  
Light List Vol. J, 2003/04, 3567.6, 3567.64  
Source: US Notice 36/11375/04  
(HH.615/455/-10 e39).

Chart 3841 [previous update 3048/04] NAD83 DATUM

Substitute	 '2' for  FL.R.2-5s17ft '2'	30° 18' 26N., 88° 32' 86W.
	 '4' for  FL.R.2-5s17ft '4'	30° 18' 48N., 88° 32' 56W.

## Notes

In this example, one feature replaces another. Neatly draw the new symbol in a clear area close to the superseded one. Draw an arrow from the new symbol to its correct location. An arrow should not be more than 25mm long. Then delete the superseded symbol by neatly striking through.

Folio  
83

NM 4326 / 04

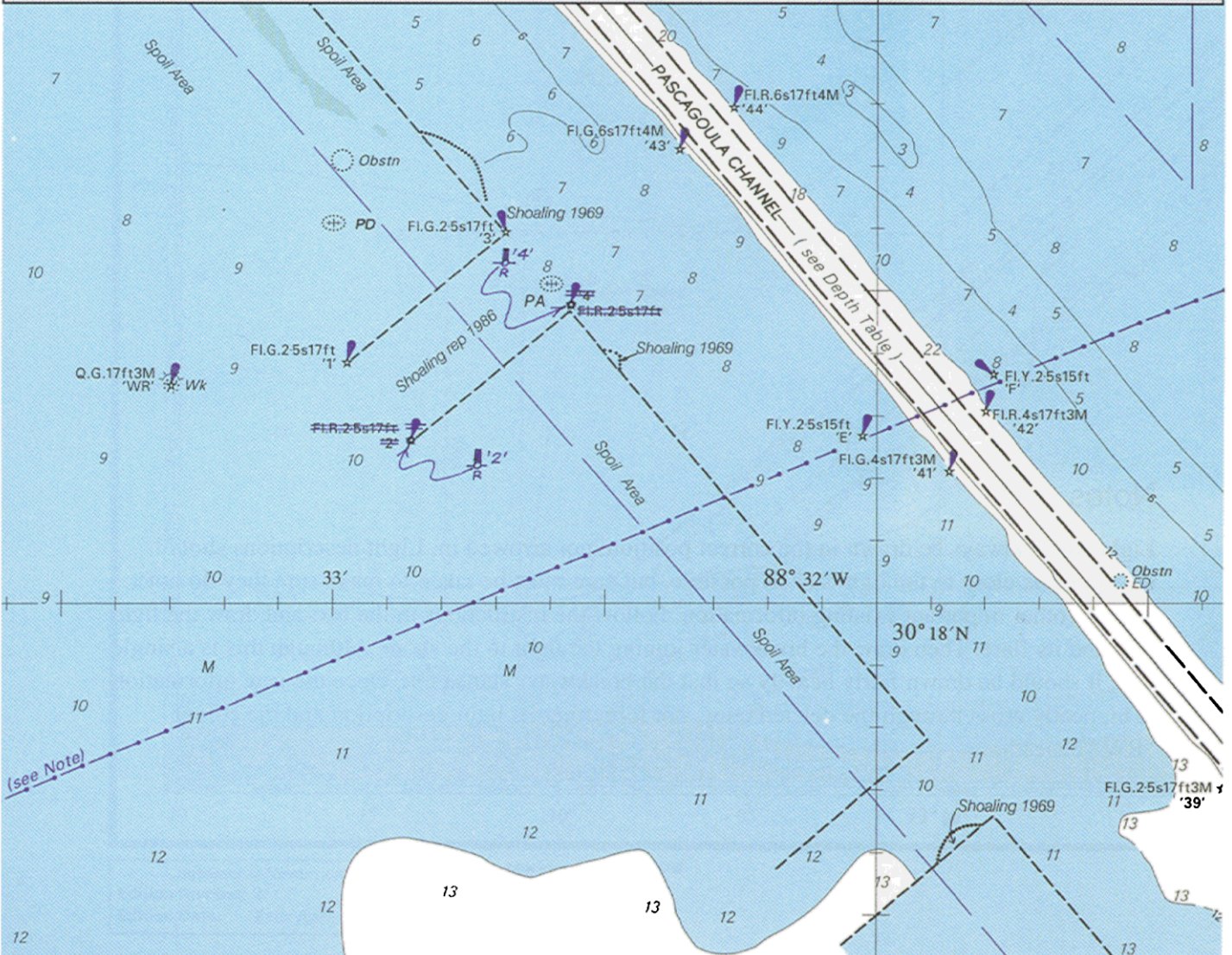
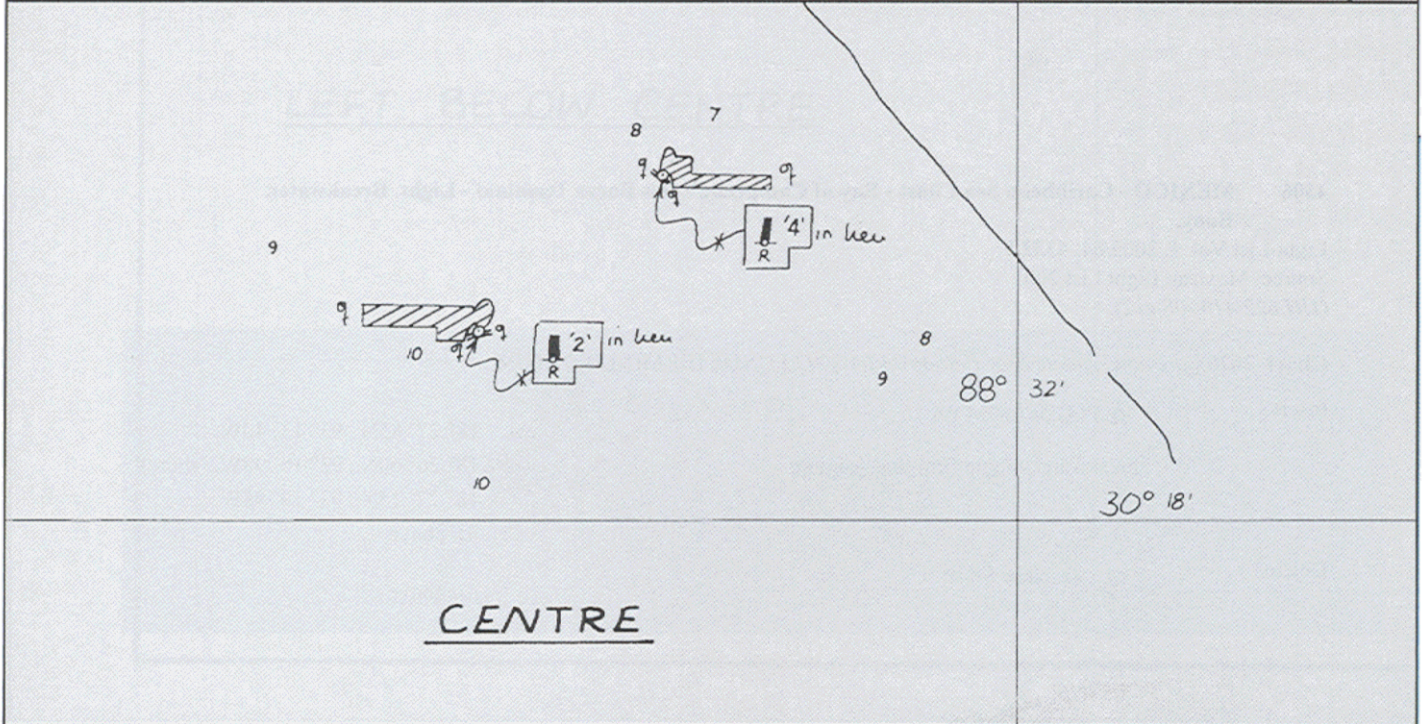
Previous Update  
3048 / 04

~~NE/NE~~  
JAN. 04

Chart No  
3841

Tracing Size  
120 x 185 mm

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# Example 4

**4306 MEXICO - Caribbean Sea Coast - Bay of Campeche - Dos Bocas Terminal - Light. Breakwater. Buoy.**

Light List Vol. J, 2003/04, 4352.5  
Source: Mexican Light List 2001  
(*HH.622/410/-08 e12*).

Chart 2626 [ *previous update New Edition 24/04/2003* ] UNDETERMINED DATUM

Insert	☆ Fl.G.5s7m7M PA breakwater, single firm line, joining:	(a) 18° 27'·85N., 93° 13'·40W. 18° 26'·60N., 93° 10'·98W. (shore) 18° 27'·15N., 93° 10'·98W. (a) above
Delete	 Q, close SE of:	(a) above

## Notes

Lights must always be drawn in the correct position, not arrowed in. Light descriptions should always be as close to the light star as possible, but care must be taken to make sure they do not obscure other important existing information. Follow the instructions in the text and draw the light first and its flare. Then draw the breakwater joining the light to the shore. Although this is a single line, it should be drawn fairly heavily so that the breakwater stands out. Once the new information is in, neatly cross through the deleted buoy, not forgetting its light description and the colour "RW" beneath.

Folio  
83

NM 4306 / 04

Previous Update  
NE 24 · 4 · 03

~~NE/NE~~

APR. 03

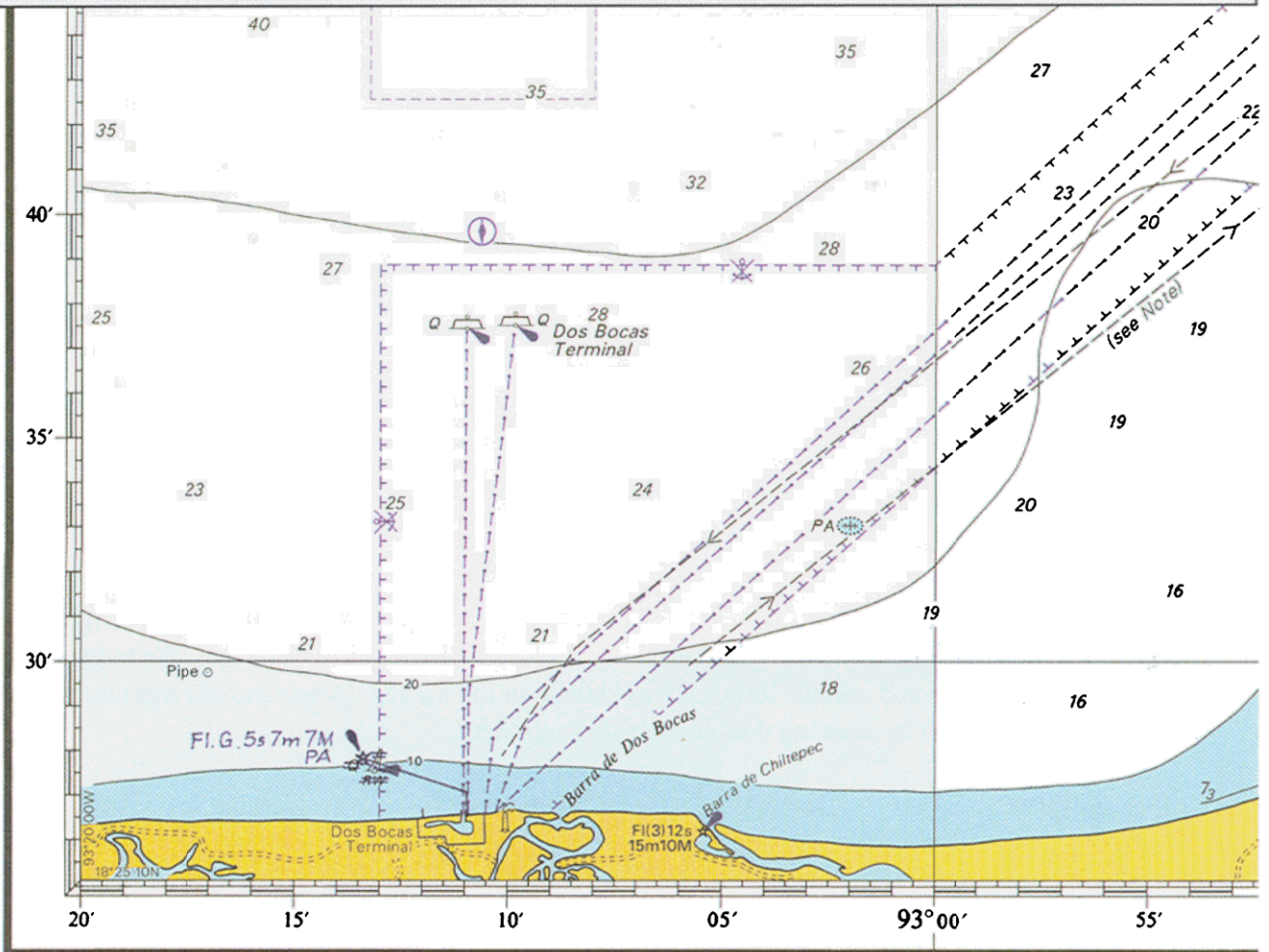
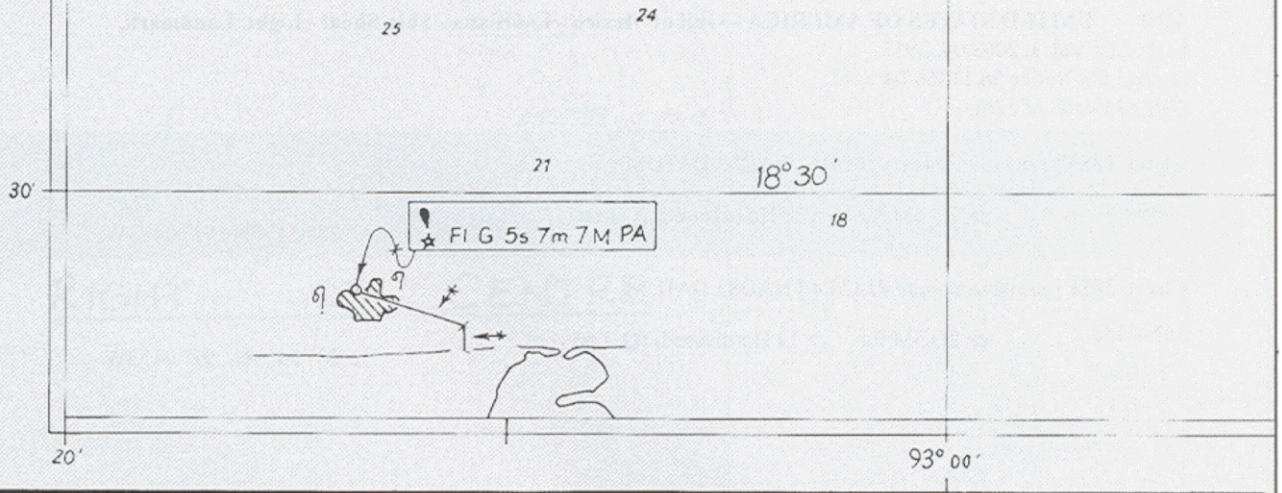
Chart No

2626

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Tracing Size  
120 x 185 mm

LEFT BELOW CENTRE



Customer Information  
Edition Number: 2  
Edition Date: 24th April 2003

Notices to Mariners 2004 - 4306

## Example 5

**4310 UNITED STATES OF AMERICA - Gulf of Mexico - Louisiana - Ship Shoal - Light. Landmark.**  
Light List Vol. J, 2003/04. 3957  
Source: US Notice 36/11356/04  
(HH.615/440/-11 e26).

Chart 3850 [*previous update 4309/04*] NAD83 DATUM

Substitute      ☆ 2Q.5M for    ☉ Lt Ho (disused) (Q Lts)      28° 54'·9N., 91° 04'·3W.

Chart 3851 [*previous update 4147/04*] NAD83 DATUM

Substitute      ☆ 2Q.5M for    ☉ Lt Ho(disused) (Q. Lts)      28° 54'·9N., 91° 04'·3W.

## Notes

This is an update where a light replaces another feature. As lights should always be drawn in their correct positions, neatly draw the light star on top of the small circle it is replacing. Write the light description alongside and add the light flare as shown on the tracing. Delete the old legends Lt Ho (disused) and (Q. Lts) by drawing double lines through them.

Folio  
83

NM 4310 / 04

Previous Update  
4309 / 04

~~NG/NE~~  
MAR .04

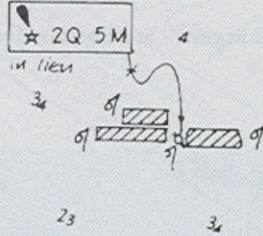
Chart No  
3850

Tracing Size  
120 x 185 mm

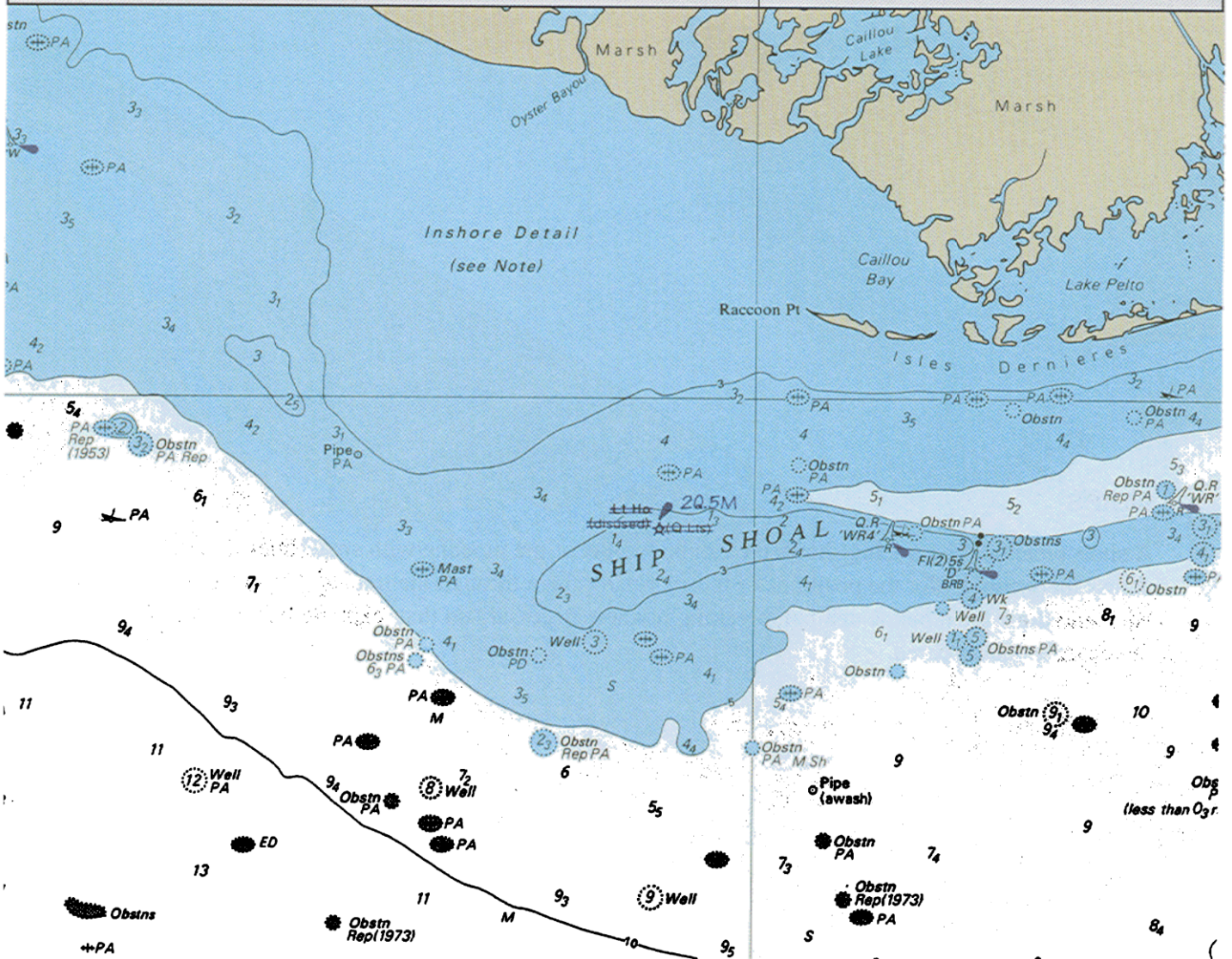
© Crown Copyright 2004 All rights reserved

91° 00'

29° 00'



RIGHT OF CENTRE



## Example 6

**4396 SWEDEN - East Coast - Stockholms Skärgård - Stockholms Hamn - Riddarfjärden - Submarine pipeline.**

Source: Swedish Notice 33/2049/04  
(HH.318/500/-05 e32).

Chart 3114 [ *previous update 3592/04* ] WGS84 DATUM

Insert submarine pipeline, -----, joining:

59° 19' 280N., 18° 03' 749E.  
(shore)

59° 19' 397N., 18° 03' 748E.

59° 19' 465N., 18° 03' 657E.

59° 19' 523N., 18° 03' 606E.

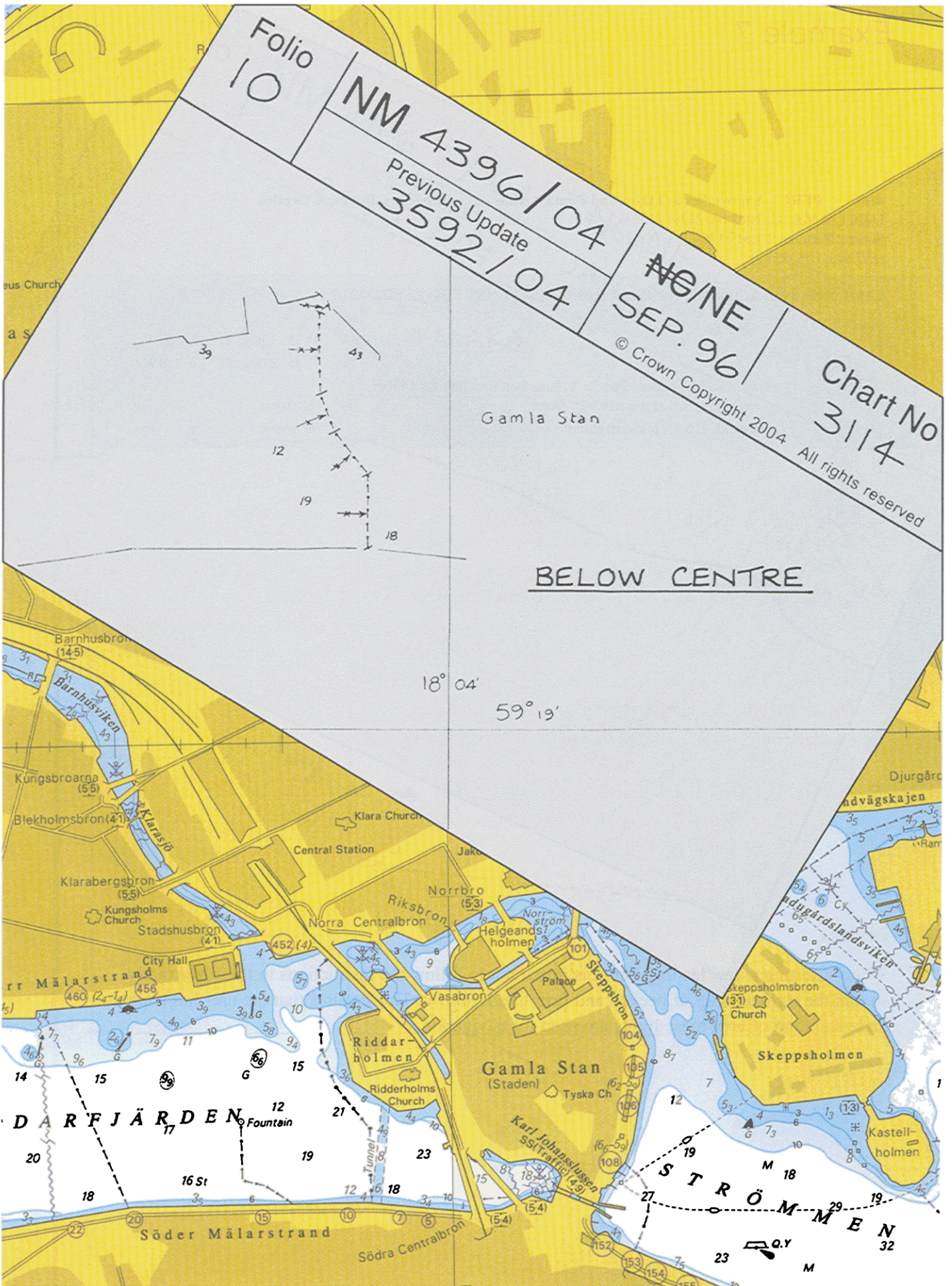
59° 19' 657N., 18° 03' 602E.

59° 19' 661N., 18° 03' 630E.

(bridge)

## Notes

A short pipeline. The tracing shows the turning points of the pipeline with small lines drawn across the symbol. Plot the positions of these or mark them through the tracing. Use a straight edge and draw the pipeline symbol, breaking it where necessary so that existing information on the chart is not obscured.



# Example 7

**4106 PERU - Approaches to Talara and Punta Arenas - Leading lights. Buoyage. Depths.**  
Light List Vol. G, 2003/04, 2139, 2139.1  
Source: Peruvian Chart 1126  
(HH.643/510/-03 e9).

Chart 3089 (plan A, Talara) [ *previous update 2440/04* ] UNDETERMINED DATUM

Insert

☆ F.G

(a) 4° 35'·308S., 81° 17'·165W.  
4° 35'·276S., 81° 17'·230W.

leading line, pecked line for 1100m then firm line for 1400m,  
extending in direction 295·7° from:

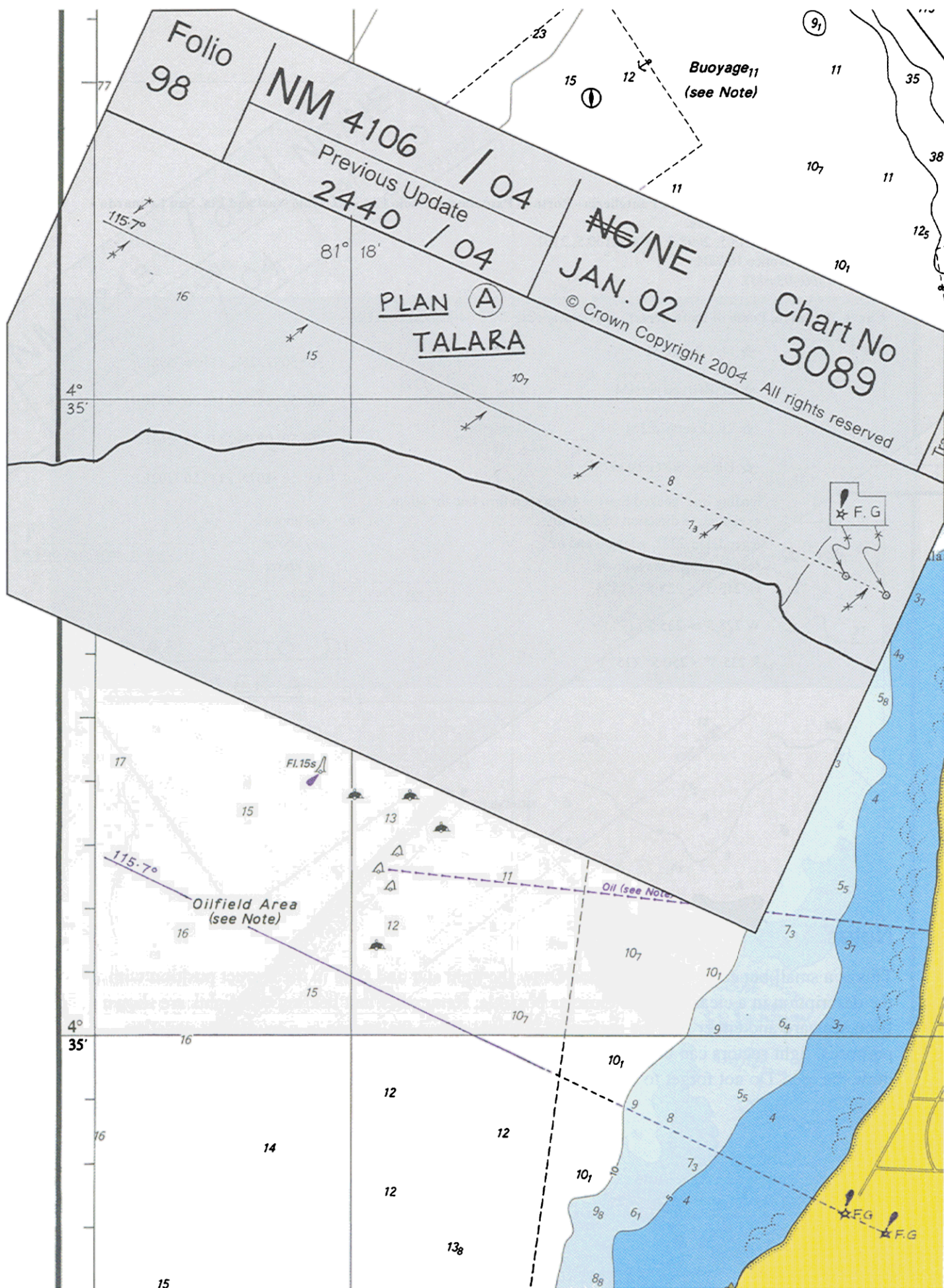
(b) (a) above

legend, 115·7°, seaward end of:

(b) above

## Notes

When inserting a new leading line it is important to follow the instructions in the NM exactly so that the right amount of pecked and firm line is shown. This ensures that the user has a clear understanding of how these lights are used for navigation.



## Example 8

**4243 ITALY - Sicilia - Isola di Pantelleria - Porto di Pantelleria - Molo Cidonio, Molo Nasi and Pta. San Leonardo - Lights. Leading line.**

Light List Vol. E, 2004/05, 2098.2, 2100, 2100.5, 2101

Source: Italian Notice 16.7/04

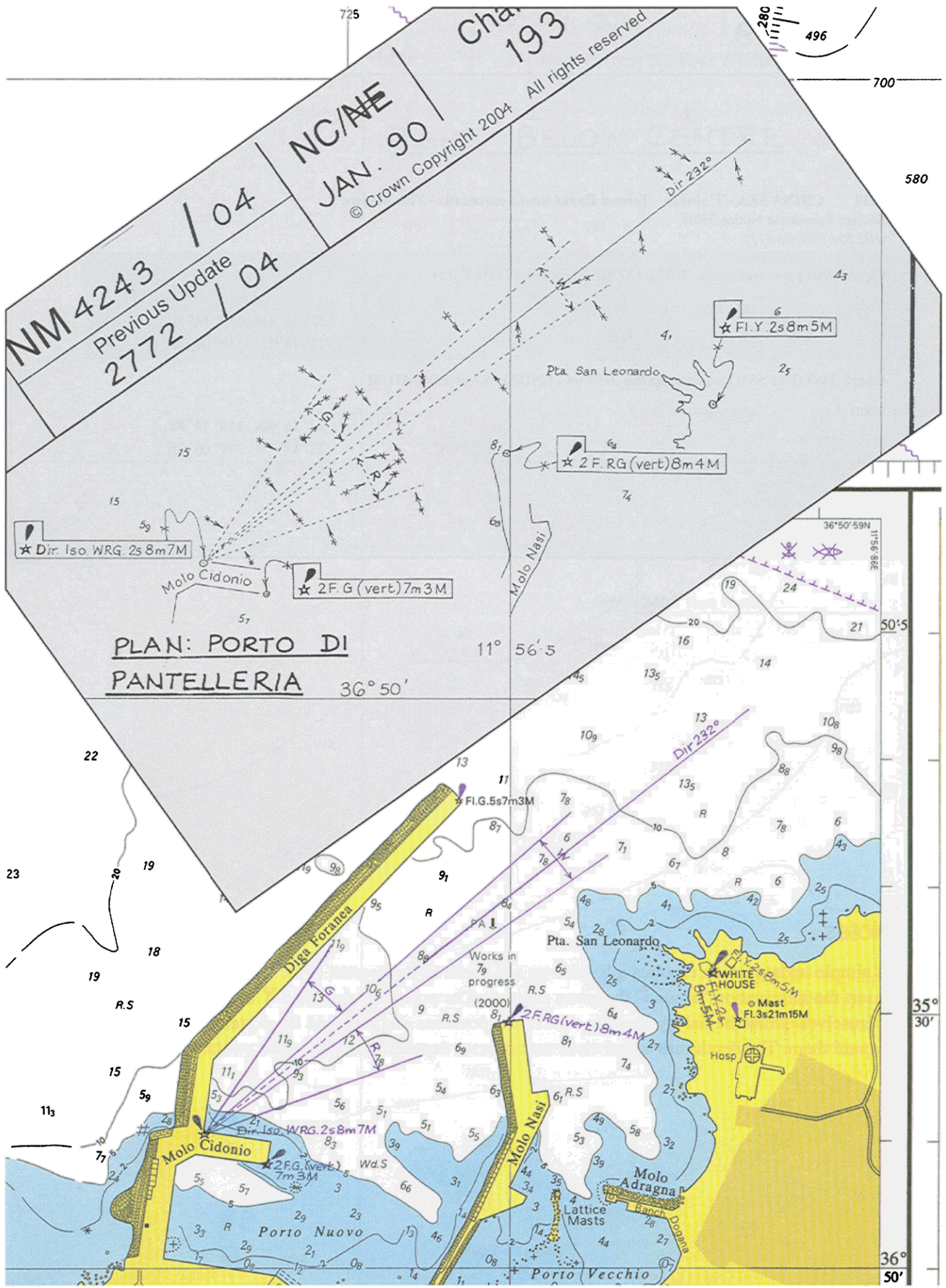
(HH.373/400/-03 e13).

Chart 193 (plan, Porto di Pantelleria) [ previous update 2772/04 ] ED50 DATUM

Insert	☆ FLY.2s8m5M	36° 50'·232N., 11° 56'·698E.
	☆ 2F.RG(vert)8m4M	36° 50'·192N., 11° 56'·498E.
	☆ 2F.G(vert)7m3M	36° 50'·082N., 11° 56'·263E.
	☆ Dir.Iso. WRG.2s8m7M	(a) 36° 50'·107N., 11° 56'·202E.
	leading line, pecked line for 400m then firm line for 600m, extending in direction 052° from: legend, Dir 232°, seaward end of: sectors at light, as follows:	(b) (a) above (b) above (a) above
	G 213·5° - 228·5° (15°)	
	W 228·5° - 235·5° (7°)	
	R 235·5° - 250·5° (15°)	

## Notes

This is a small but complex light sector. Draw the light star and flare in the correct position with the description in a clear space as close as possible. Remember that bearings for lights are shown from seaward and either plot the sectors of the light or use the tracing as a guide. For updating purposes, light sectors can be drawn as solid lines. It is good practise to use a pair of compasses to draw the arcs. Do not forget to show the colours of the sectors against the arcs.



# Example 9

**4239 CHINA SEA - T'ai-wan - Taiwan Banks South-eastwards - Fish havens.**  
Source: Taiwanese Notice 39/04  
(HH.554/400/-03 e12).

Chart 1968 [ *previous update 4082/04* ] UNDETERMINED DATUM

Insert



22° 16'·4N., 119° 14'·8E.  
22° 13'·7N., 119° 08'·2E.

**Chart 3489 (INT 553) [ *previous update 3499/04* ] UNDETERMINED DATUM**

Insert



22° 16'·4N., 119° 14'·8E.  
22° 13'·7N., 119° 08'·2E.

## Notes

A simple update which requires a fish haven and depth to be inserted twice. Do not be tempted to insert the information “around” the given position. The position refers **ONLY** to the fish havens themselves. Draw the fish symbols in the correct positions and then add the dotted danger lines around them. The depths are added close east or west depending on the space available.




# Example 10

**4154\* SAUDI ARABIA - East Coast - Approaches to Ra's Tannūrah - Buoy.**  
Source: MENAS  
(HH.492/420/-05 e6).

Chart 3777 [ *previous update 595/03* ] WGS84 DATUM

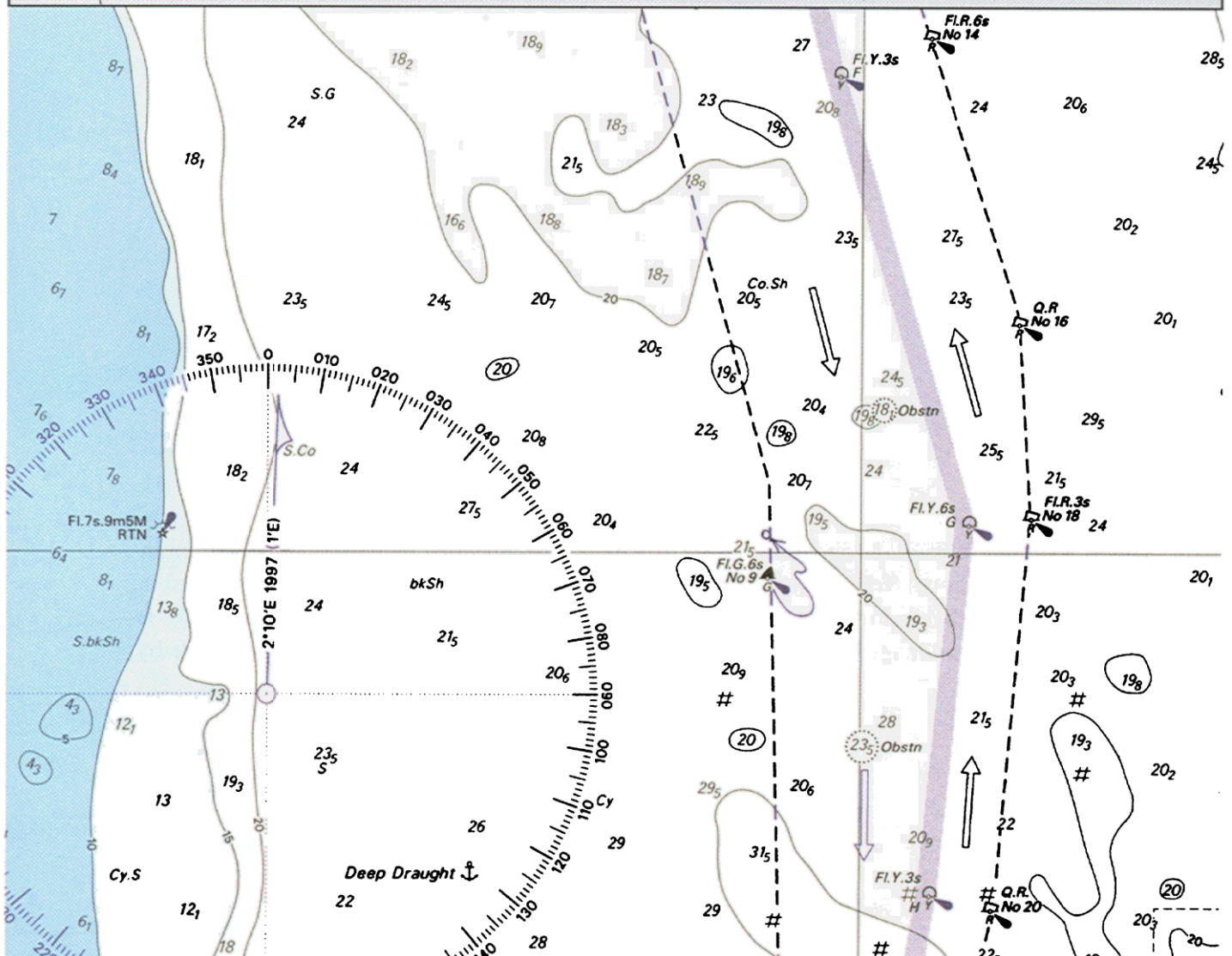
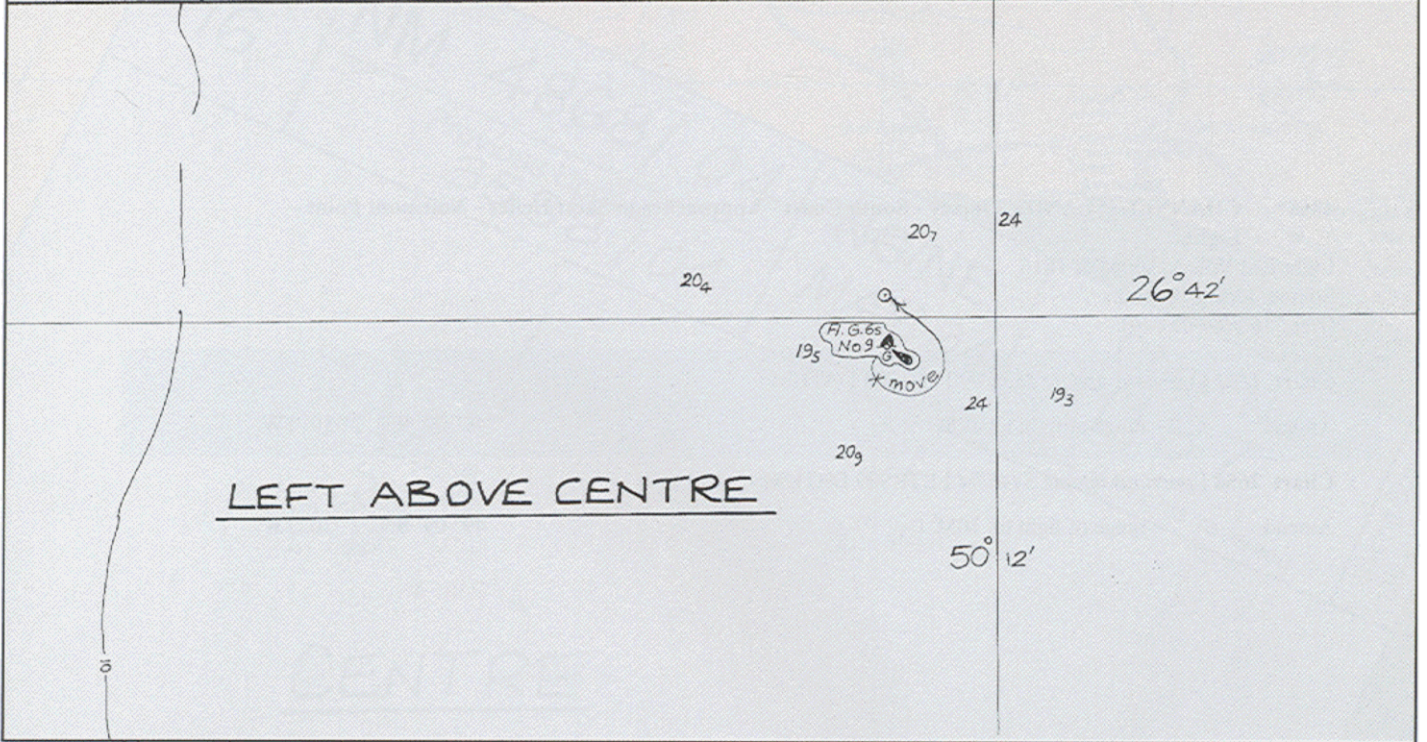
Move  Fl.G.6s No 9 from: 26° 41'·94N., 50° 11'·75E.  
to: 26° 42'·04N., 50° 11'·75E.

Chart 3812 [ *previous update 1269/01* ] WGS84 DATUM

Move  Fl.G.6s No 9 from: 26° 41'·94N., 50° 11'·75E.  
to: 26° 42'·04N., 50° 11'·75E.

## Notes

This is a simple move of a buoy. There is no need to redraw the buoy: plot the position or mark it through the tracing. Draw a small circle at the new position and arrow the buoy to that position. Make sure the arrow does not cut through any existing detail on the chart.







## Example 12

**4550 NORTH PACIFIC OCEAN - Hawaiian Islands - Oahu, North Coast - Haleiwa - Light.**  
Light List Vol. G, 2003/04, 7468  
Source: US Chart 19004  
(HH.613/410/-05 e35).

Chart 1308 [ *previous update 4461/04* ] WGS84 DATUM

Amend light to, Fl.G.6s4M

21° 35'·7N., 158° 06'·3W.

### Notes

This is similar to the previous example, but the whole light description has changed. Although it would be possible to change the individual elements, it is clearer to rewrite the complete new description above or below the old one. Choose an area that is clear of existing detail so that the new description can be read properly.



# Example 13

**4320 ARGENTINA - Estrecho de Magallanes - Cabo Espiritu Santo Eastwards - Radar beacon.**  
Light List Vol. G, 2003/04, 1260.6  
ALRS Vol. 2, 2004/05: 92930 (37/04)  
Source: Argentine Notice 15/170/04  
(HH.648/400/-04 e14).

**Chart 554 [ previous update 2740/04 ] UNDETERMINED DATUM**

Insert radar beacon, Racon (D), at platform 52° 41' 0S., 68° 02' 5W.

**Chart 1692 [ previous update 3653/04 ] UNDETERMINED DATUM**

Insert radar beacon, Racon (D), at platform 52° 41' 0S., 68° 02' 5W.

**Chart 3107 [ previous update 2740/04 ] UNDETERMINED DATUM**

Insert radar beacon, Racon (D), at platform 52° 41' 0S., 68° 02' 5W.

## Notes

This update requires a radar beacon (racon) to be added at a platform symbol. Draw a neat circle using a circle template. The exact size of the circle is not important, but it should be as close as possible to that shown on the tracing. Add the legend 'Racon (D)' alongside.

Folio  
96

NM 4320/04

Previous Update  
2740/04

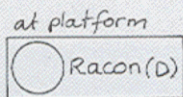
NC/~~NE~~  
JAN. 64

Chart No  
3107

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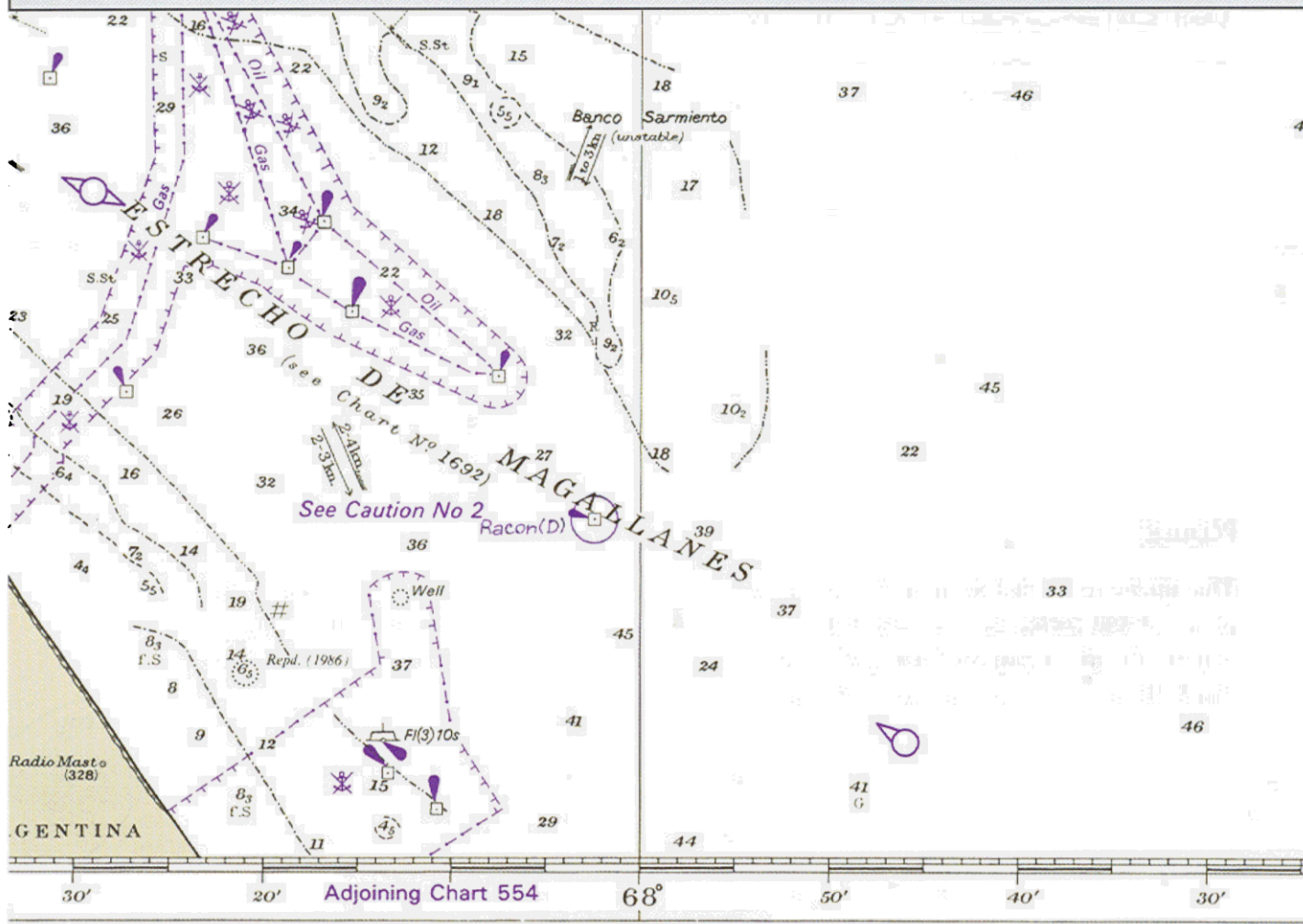
Tracing Size  
120 x 185 mm

68° 00'



LEFT BELOW CENTRE

68°



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# Example 14

**4213 CHINA SEA - T'ai-wan - East Coast - Lü Tao Northwards - Fish havens.**  
**Source: Taiwanese Notice 47/04**  
**(HH.549/420/-03 e23).**

**Chart 3233 [previous update 5179/03] UNDETERMINED DATUM**

Insert	circular limit of fish haven, radius 900m (0.48M), dotted line, centred on:	(a) 22° 49'·20N., 121° 25'·32E. (b) 22° 54'·18N., 121° 26'·52E.
	depth (60), within:	(a) above (b) above
	semi-circular limit of fish haven, radius 900m (0.48M), dotted line, centred on position 22° 39'·74N., 121° 31'·72E, joining:	22° 39'·90N., 121° 31'·25E. (existing limit) 22° 39'·30N., 121° 31'·90E. (existing limit)
	depth (60)	22° 40'·0N., 121° 31'·9E.

**Chart 3234 [previous update 1837/02] UNDETERMINED DATUM**

Insert	circular limit of fish haven, radius 900m (0.48M), dotted line, centred on:	(a) 22° 49'·20N., 121° 25'·32E. (b) 22° 54'·18N., 121° 26'·52E.
	depth (60), within:	(a) above (b) above

## Notes

This update is similar to the previous one where a circle template can be used with a circle precisely the correct size. If not, it will be necessary to use a compass with a pen attachment to achieve the exact radius of 900m (0.48M). Place the fish symbol and the depth in open space inside the circle. Do not arrow them into position.

Folio  
50

NM 4213/04

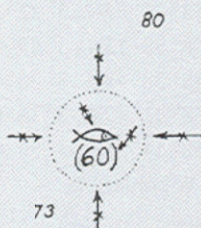
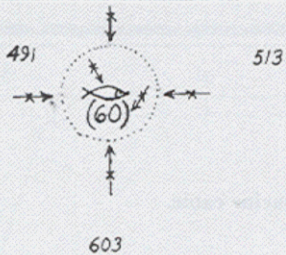
Previous Update  
5179/03

NC/NE  
MAR. 81

Chart No  
3233

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Tracing Size  
240 x 185 mm

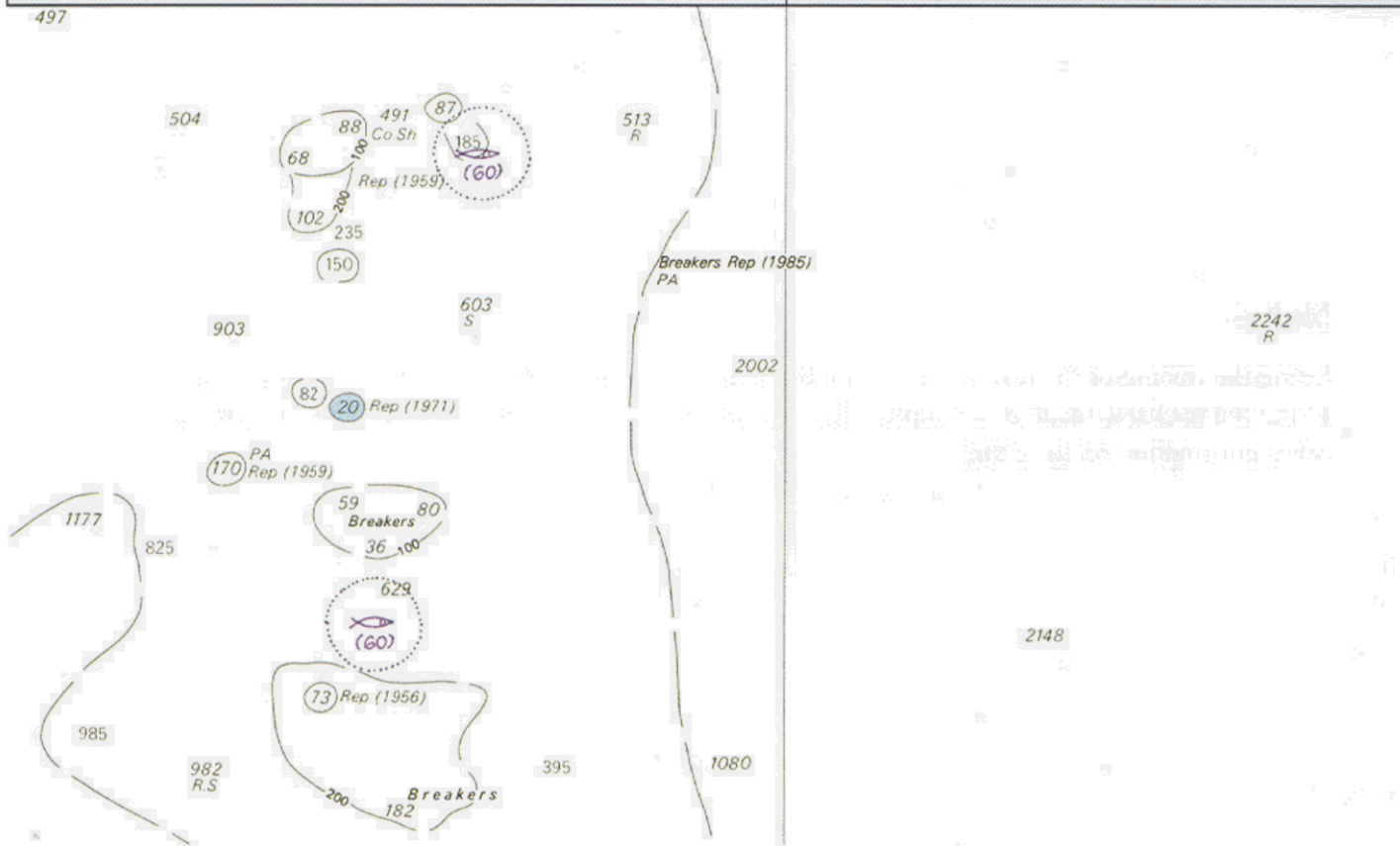


121° 30'

395

22° 45'

497



# Example 15


## 4254\* SCOTLAND - North Coast - Thurso Northwards - Submarine cable.

Source: Global Marine Systems Ltd

(HH.111/300/-07 e27).

Note: Chart 2182C is to be deleted from the list of charts affected by Notice 2282(P)/03. Further charts will be updated in due course.

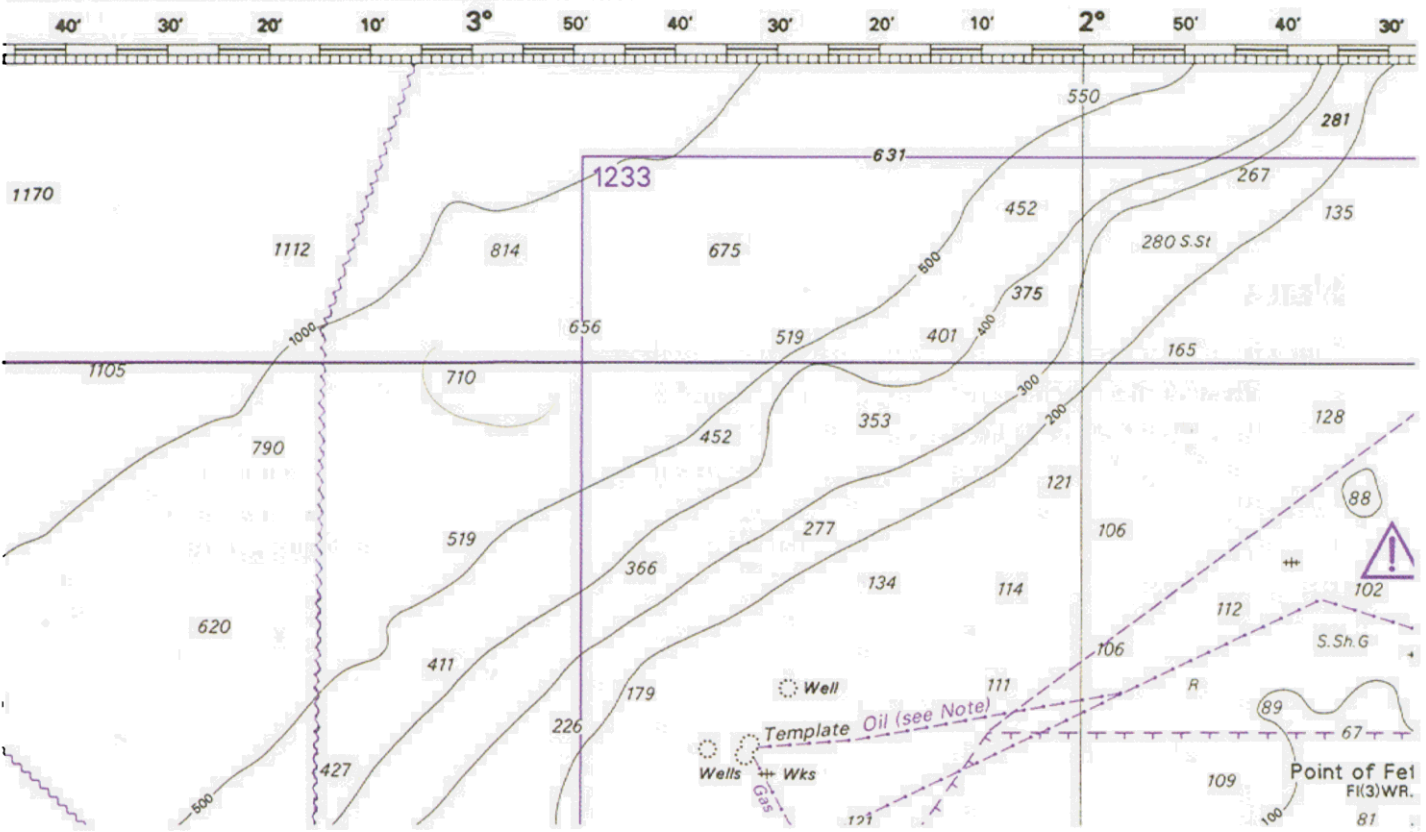
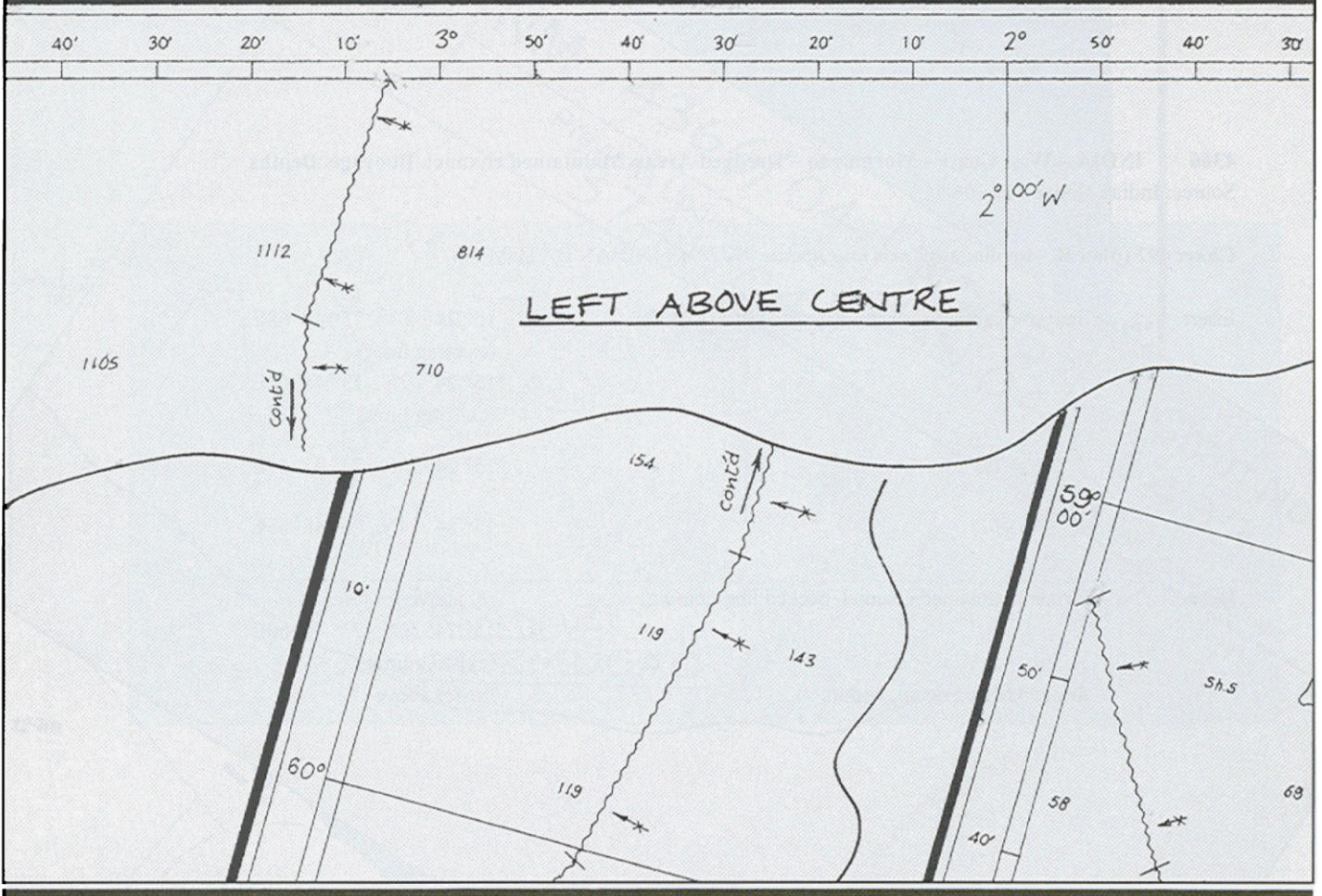
Chart 2182C (INT 1041) [ previous update 4014/04 ] UNDETERMINED DATUM

Insert submarine cable, , joining:

58° 35'·65N., 3° 22'·39W. (shore)
58° 38'·13N., 3° 25'·95W.
58° 38'·48N., 3° 30'·00W.
58° 41'·47N., 3° 36'·07W.
58° 54'·71N., 3° 50'·00W.
(W border)
and
59° 26'·00N., 3° 50'·00W.
(W border)
59° 40'·52N., 3° 43'·50W.
59° 59'·46N., 3° 24'·14W.
60° 17'·28N., 3° 16'·20W.
61° 01'·99N., 3° 13'·98W.
61° 14'·32N., 3° 05'·70W.
(N border)



## Notes

Using the tracing or the text, mark or plot the turning points of the submarine cable on the chart. Using the hacksaw blade as a template, join up the turning points, being careful not to draw over other information on the chart.



# Example 16

**4366 INDIA – West Coast – Mormugao – Dredged Areas. Maintained channel. Buoyage. Depths**  
 Source: Indian Notice 16/330/04

Chart 492 (plan B, Mormugao) [ <i>previous update 3741/04</i> ] INDIAN DATUM		
Insert	limit of maintained channel, pecked line, joining:	(a) 15° 24'·40N., 73° 48'·68E (existing limit)
		(b) 15° 24'·02N., 73° 48'·62E (existing limit)
	 No 10C	15° 24'·33N., 73° 48'·67E
	 No 10D	15° 24'·14N., 73° 48'·65E
Delete	former maintained channel, pecked line, joining:	(b) above (c) 15° 24'·30N., 73° 48'·60E (existing limit)
	former charted detail, within:	(a)-(c) above

## Notes

This update requires a new limit of the maintained depth area to be drawn in. Note that where this coincides with the existing limits this is indicated in the text to help position the line accurately. The existing limit is deleted by neatly striking through as shown on the tracing. Where each item in the text is labelled with a reference letter, mark this lightly in pencil on the chart against the relevant point as you draw it. The text then says “delete...former charted detail within a-c above”. Identify the points a, b and c, and neatly delete all the existing information printed on the chart within that area.



## Example 17

### **4361\* SCOTLAND - East Coast - North Sea - South Bank or Bosies Bank Eastwards - Legend. Cautionary note.**

Source: Floyd & Associates Limited  
(HH.254/693/-01 e28).

#### **Chart 115 (INT 1503) [ previous update 4166/04 ] OSGB36 DATUM**

Insert            legend, *Former Mined Area (see Note)*, between:            58° 08'·00N., 1° 08'·50W.  
57° 58'·00N., 1° 08'·50W.  
the accompanying note, FORMER MINED AREA, centred on:            58° 18'·70N., 3° 39'·00W.

#### **Chart 278 [ previous update 4359/04 ] ED50 DATUM**

Insert            legend, *Former Mined Area (see Note)*, between:            58° 07'·00N., 1° 00'·00W.  
57° 58'·00N., 1° 00'·00W.  
the accompanying note, FORMER MINED AREA, centred on:            57° 04'·70N., 1° 34'·00E.

#### **Chart 291 [ previous update 4359/04 ] ED50 DATUM**

Insert            legend, *Former Mined Area (see Note)*, between:            58° 07'·00N., 1° 00'·00W.  
57° 58'·00N., 1° 00'·00W.  
the accompanying note, FORMER MINED AREA, centred on:            58° 38'·70N., 1° 05'·50W.

#### **Chart 1409 (INT 1504) [ previous update New Edition 05/08/2004 ] ETRS89 DATUM**

Insert            legend, *Former Mined Area (see Note)*, between:            58° 06'·50N., 1° 00'·00W.  
57° 57'·50N., 1° 00'·00W.

## Notes

It is common to have to insert a new legend. In most cases the legend will be centred on a particular position, but in this example the legend has to be inserted between two points so that it adequately covers the correct area. Plot the two positions from the text or follow the instructions on the tracing. Add the new legend, spreading it between the two positions. It is important to write clearly and to distinguish between capital letters and lower case. The size of the lettering should be proportionate to the size of the area the legend covers on the chart. In this case, you will need to write quite large. Always position legends horizontally unless the text of the NM instructs otherwise.



# Admiralty Notices to Mariners ~ On-Line ~ (ANMO) Service (including Seachable Updates)

The Weekly Notices to Mariners (NM) updates for paper Charts and Publications can be accessed on the United Kingdom Hydrographic Office (UKHO) Website. The latest NM Weekly is available from approximately 12.00 Noon (UTC) each Wednesday prior to the official Publication date.

There are **no subscription fees** for access to the UKHO Notices to Mariners Website.

## Access Details:

Software required: Adobe Acrobat (Portable Document Format (PDF))(Version 5.0 or higher).

Those without Adobe software can obtain Acrobat Reader through their local software provider, by clicking on the Adobe Icon on the UKHO NM website, or direct from the Adobe website ([www.adobe.com](http://www.adobe.com)).

Users can access the NM Website through the UKHO corporate address:

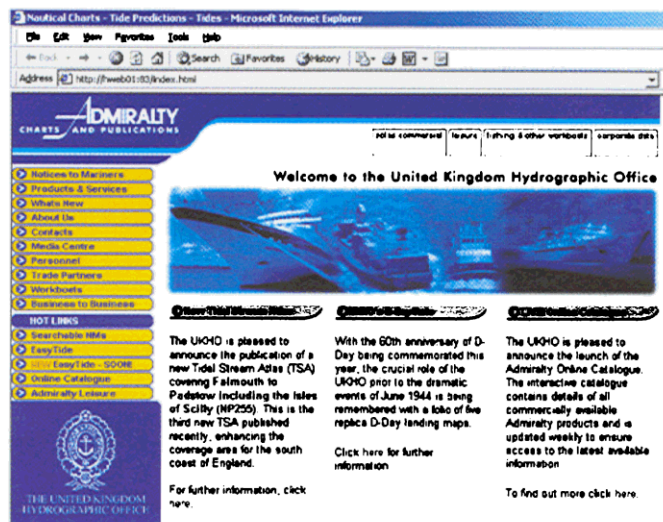
**[www.ukho.gov.uk](http://www.ukho.gov.uk)**

This will take you to the UKHO Home Page.

From the UKHO Home page, click on the **Notices to Mariners** button in the left-hand menu, which will open the NM Home Page.

The NM Home Page will then offer access to the range of Admiralty Notices to Mariners services through a series of Buttons at the top of the Page:

- **Weekly Notices to Mariners**
- **Searchable NMs**
- **NM Blocks**
- **Annual NMs**
- **Cumulative NM List**
- **Small Craft NMs (Last edition February 2002)**
- **NM Feedback Form**



Click on the Option you require and from the NM Home Page, and a further information page will open giving a brief explanation of each NM Service.

To view another NM service option or return to the NM Home Page, click on the menu at in the left-hand side of the page.

Direct access to Admiralty Notices to Mariners ~On-Line~ is also available at address:

**[www.ukho.gov.uk/notices\\_to\\_mariners.html](http://www.ukho.gov.uk/notices_to_mariners.html)**

Access using this route will take you directly to the NM Home Page.

# Searchable Notices to Mariners:

The ANMO service is further enhanced with an interactive search facility to enable users to obtain Admiralty Chart Updates by individual Chart or Notice number.

The easy to use *nmwebsearch* facility will enable users to search the ANMO service for individual chart updates including:

- Search for Chart updates from the latest edition
- Search for Chart updates from a previous NM
- Search for Chart updates between specified dates
- Search for individual NM by NM number/year

Content:

The *nmwebsearch* functionality will provide quick and easy access to:

- Chart update listings
- NM Chart Text updates
- NM Full Colour Blocks, Diagrams and Note updates
- Temporary and Preliminary NM updates

Direct access to Searchable Admiralty Notices to Mariners is also available at address:

**[www.nmwebsearch.com](http://www.nmwebsearch.com)**

A full explanation of all the ANMO facilities are given in the guidance notes on the Notices to Mariners Home Page under the 'Read Me first' File: NM Website guidance notes: PDF

Details include:

- Full access and functionality details
- File content and description
- PC and Printer specifications



Instructions on how to update Admiralty Leisure charts are also available at the foot of the Chart update menu page under Step by step instructions on updating your leisure charts.

## Help-Desk

If you experience any difficulties, please contact the UKHO Help-Desk on:

Tel: +44 (0) 1823 723366  
Or +44 (0) 1823 337900 Ext.5030  
Fax: +44 (0) 1823 251816  
E-mail: [helpdesk@ukho.gov.uk](mailto:helpdesk@ukho.gov.uk)



## Admiralty Notices to Mariners - Electronic Courier Services

In addition to Notices to Mariners On-Line (ANMO) service on the UKHO Website, the UKHO has licensed several commercial companies to electronically distribute *Admiralty Notices to Mariners* via 'L' Band broadcast, or email communication, direct to vessels at sea. These 'electronic courier' or 'value added service providers', supply customised NM text and tracing update datasets related to a vessels portfolio of charts and publications. The NM datasets are derived directly from the Admiralty digital NM files. The value added companies do not directly deal with the end user, but work together with the Admiralty Distributors to supply electronic updates for paper and digital Admiralty charts and publications to enhance the *one-stop shop* concept for all navigational information. Details of Admiralty Distributors and those companies licensed to provide the electronic courier services are listed on the UKHO Website.

### **Help-Desk**

Tel: +44 (0) 1823 723366

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