



UK Hydrographic
Office

Working with your Primary Charting Authority (PCA)

Port Development

Presented by
Cathy Tunks

September 2022

Why do ports change?

- Trading posts

The chart is only likely to show an anchor symbol



➤ Source: usually from a Ship's report

➤ Published: NM

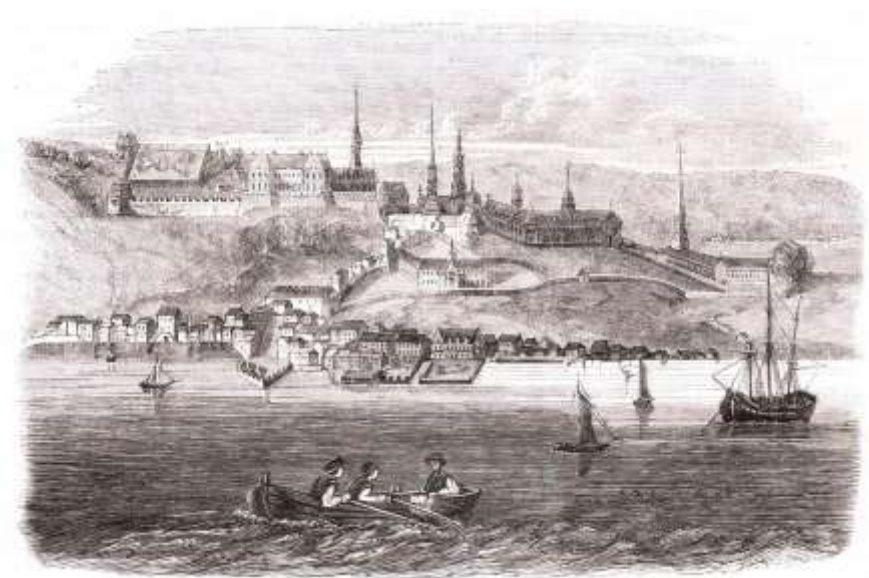
112* ANGOLA – Baía dos Elefantes – Recommended anchorage

Insert recommended anchorage

13° 13' 703 S 12° 43' 452 E

Chart [*Last correction*] – **1197 (plan Baía dos Elefantes)** [1000/95]

MV Moranto (*H1234/95*).



Why do ports change?

- Small Wharf

- Source: Survey and topographic detail from Port Authority to PCA

- Published: NM

Insert quay, single firm line, joining

- (a) $6^{\circ} 26' \cdot 969$ N $3^{\circ} 23' \cdot 369$ E. (shore)
- (b) $6^{\circ} 26' \cdot 961$ N $3^{\circ} 23' \cdot 366$ E.
- (c) $6^{\circ} 26' \cdot 938$ N $3^{\circ} 23' \cdot 407$ E.
- (d) $6^{\circ} 26' \cdot 942$ N $3^{\circ} 23' \cdot 411$ E. (shore)



- New edition of chart will show more detail



Why do ports change?

- Small Wharf - dredging
- Source: Construction diagram from Harbour Master to PCA
- Insert the accompanying block, showing amendments to a quay and dredged areas, centred on:



55° 08' -30N., 1° 31' -13W.



-----Original Message-----
From: Mike Haley [mailto:mikehaley@blythportcentre.co.uk]
Sent: 26 January 2007 09:51
To: Sheyland Lisa
Subject: Port of Blyth - Works in Progress

Lisa

I can now confirm that all works on the quay extension at Battleship Wharf have been completed.

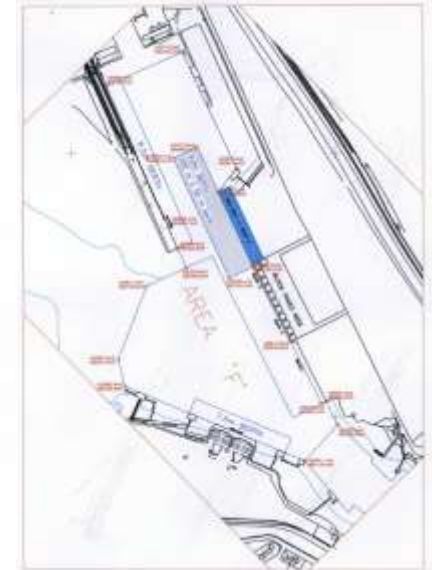
Please find attached covering letter and a basic engineering drawing of the completed works.

I've also posted a hard copy with a photocopy of BA chart 1628 showing the changes which may be easier to see.

If you require any further information please feel free to contact me.

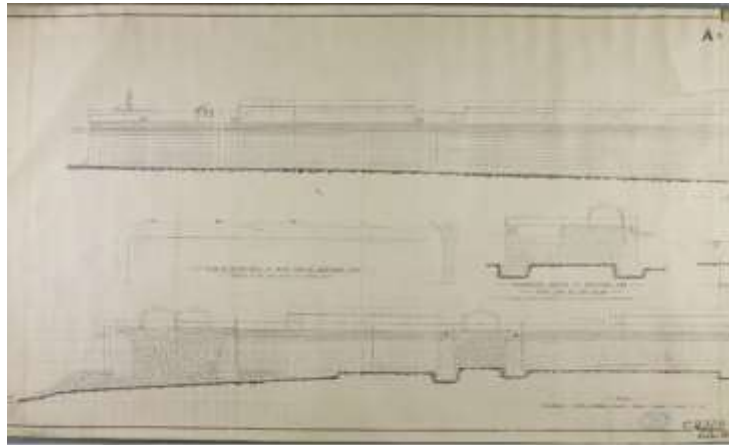
Kind Regards,

Captain Mike Haley
Harbour Master (PFSO)
Port of Blyth
Tel: 01670 357021
Fax: 01670 540674
mailto:mikehaley@blythportcentre.co.uk (Harbour Master only) mhc@marine@blythport.co.uk (Harbour Master & Watchkeepers)



How your PCA can help before work starts

- The PCA often holds many documents in their archives which can provide useful information
 - The original construction drawings of a quay (recently used to understand how to repair the structure)



- Consult any online Marine Data Portals for information that might save time

Why do ports change?

- Change in the way goods are handled
 - From single boxes often unloaded one at a time down a gang plank
 - Dealing with live animals (*rather a cruel way to treat a elephant!*)
 - The first containers unloaded by ships cranes
 - Bulk goods being bagged on the quayside which can take many days
 - Modern gantry cranes and the standardisation of containers



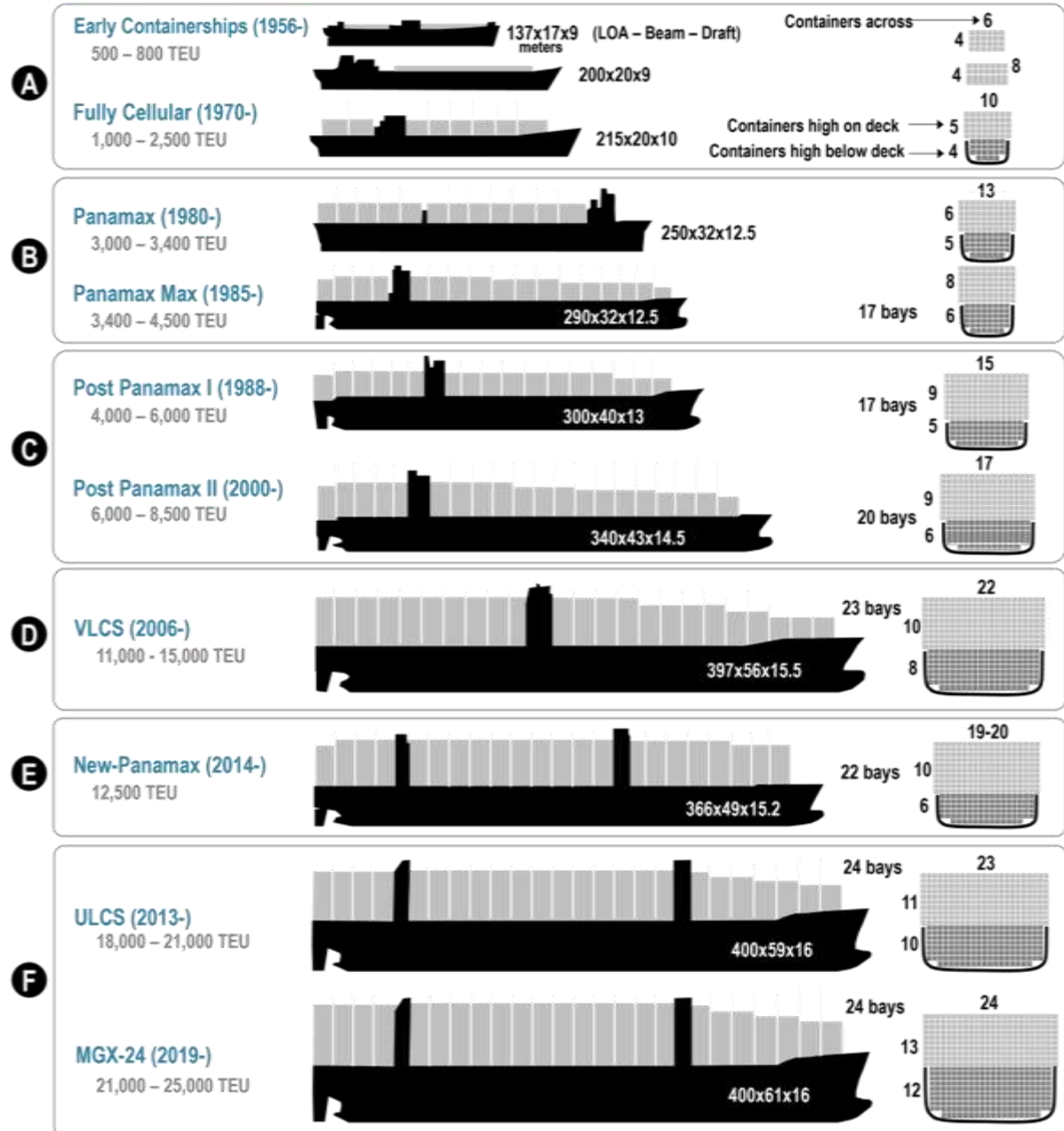
Why do ports change?

- There is congestion
 - At sea, vessels spend days at anchor waiting to discharge or load cargo
 - The hinterland infrastructure can't cope
 - Roads into the port area become blocked
 - Traffic can't leave
 - Vessels have nowhere to unload




Why do ports change?

- Ships are get bigger



Timeline for a Significant Development



Requirement

Why – existing facilities can't be extended, hinterland can't support cargo



Planning

Where – is there are area close to existing facilities, how will it link with existing infrastructure, what information do you need, talk to your PCA about what the final development will look like, how it will operate and when it is likely to become operational



Construction

When – keep your PCA informed of progress, provide them with any construction drawings, surveys and any background information. PCA can issue PNM, NMs for construction area to be avoided



In Operation

Open for business – hopefully there will be a new product in place, or at least an updated PNM detailing the final facilities and the new product will be published shortly afterwards

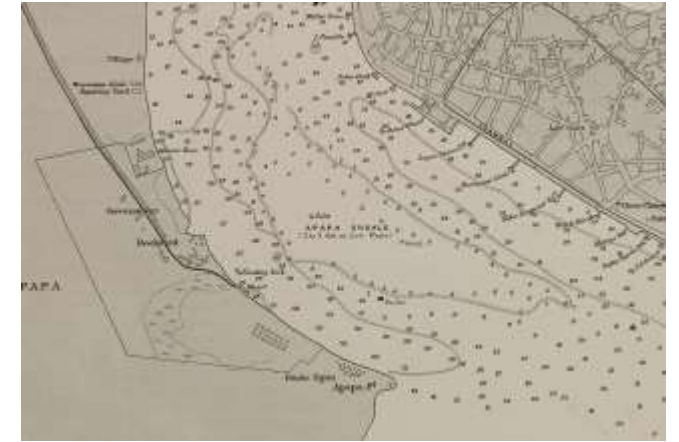


Future
expansion

See above – the process continues

Why do ports change?

- Development of a new facility
 - Where?
 - Users
 - Hinterland infrastructure
- Lagos Harbour between 1904 and 1986
 - Amended by PNMs, NMs, NM Blocks, New Editions and New charts
- What next? Lekki Deep Sea Port



New Location, New Port - *Lekki Deep Sea Port*

Requirement

Planning

Construction

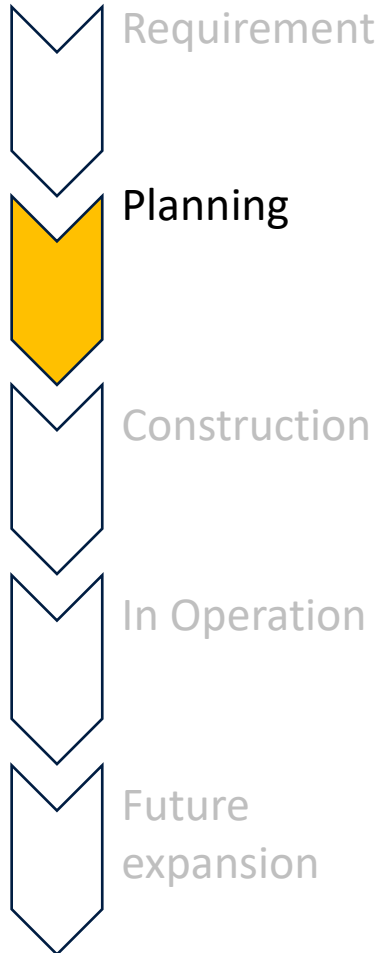
In Operation

Future
expansion

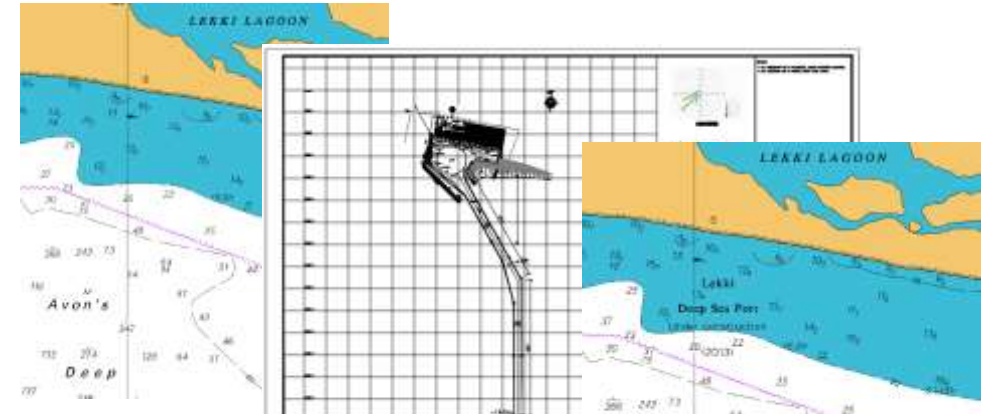
“The development of Lekki Deep Sea Port has been conceptualized on the basis of a significant gap in projected demand and capacity. Market studies indicate that the demand for containers is expected to grow at a CAGR of 12.9% up to 2025. However, given the expansion constraints on the existing infrastructure, the capacity in Lagos is incapable to meet the growing demand. The capacity shortfall for container terminal facilities in Lagos is projected to be 0.8 million TEUs in 2016 going up to 5.5 million TEUs in 2025.”



Lekki Deep Sea Port



Lekki Port is situated just 65 kms east of Lagos city. Spread over 90 hectares of land in the heart of the Lagos Free Zone. In addition to this existing network, a number of new key road and bridge projects and expansion of existing highways are under development, connecting Lekki Port further into the hinterlands.



1057* NIGERIA - Lekki Lagoon SW - Legend.

Source: Nigerian Ports Authority

Chart 1385 (INT 2808) [previous update 3823/13] WGS84 DATUM

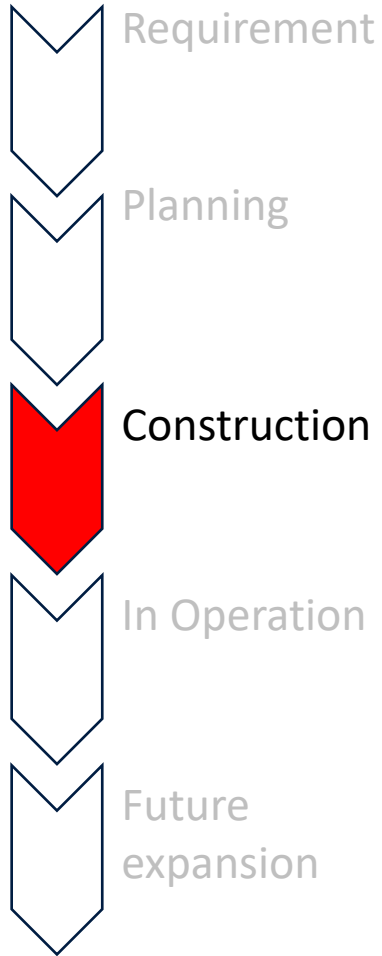
Insert legend, Lekki Deep Sea Port Under construction (2013),
centred on:

6° 21' 5N., 4° 01' 0E.

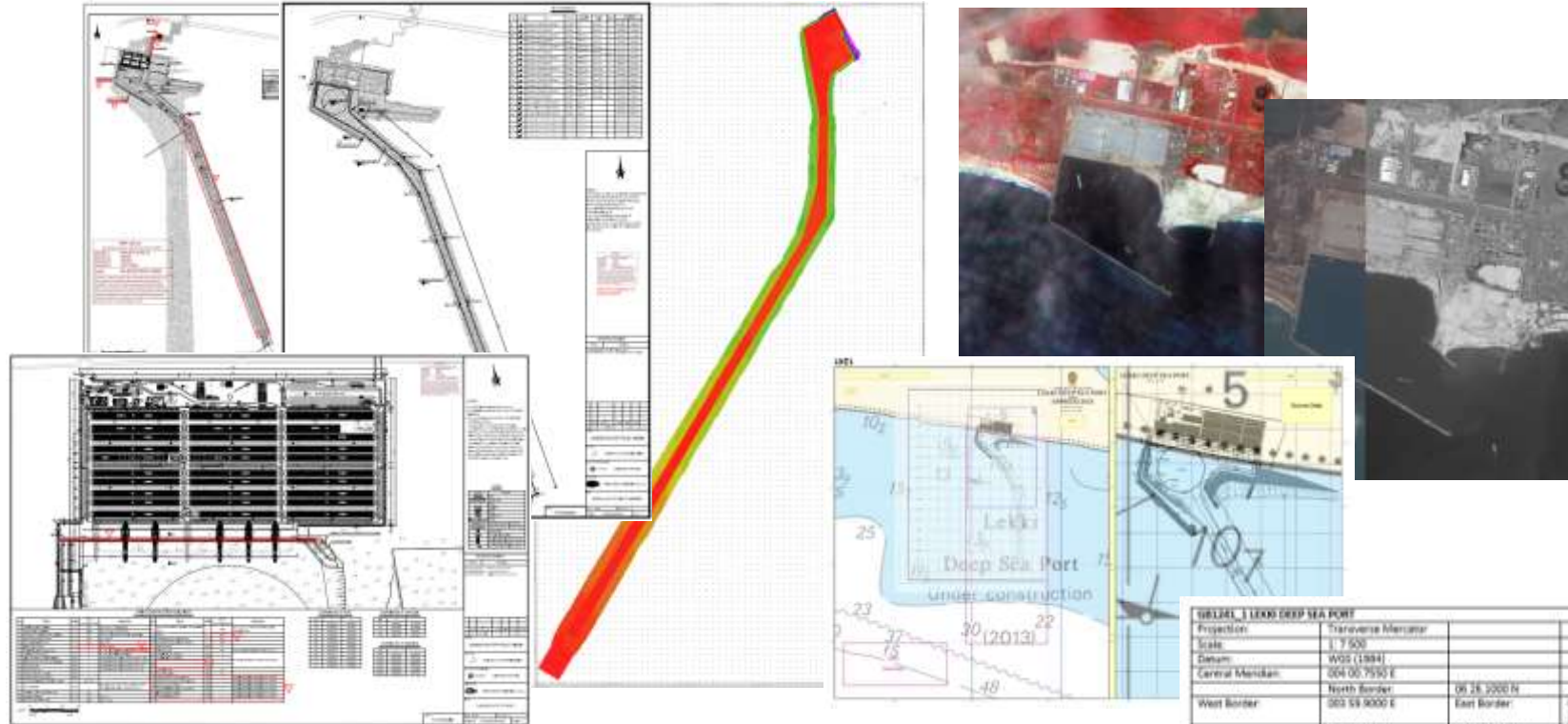
The PCA will

- begin to work out the best coverage for any new products ENC/paper chart
- will schedule them into their production plans
- source any other source data required
- consider updates to existing products as the construction progresses

Lekki Deep Sea Port



Updated construction drawings

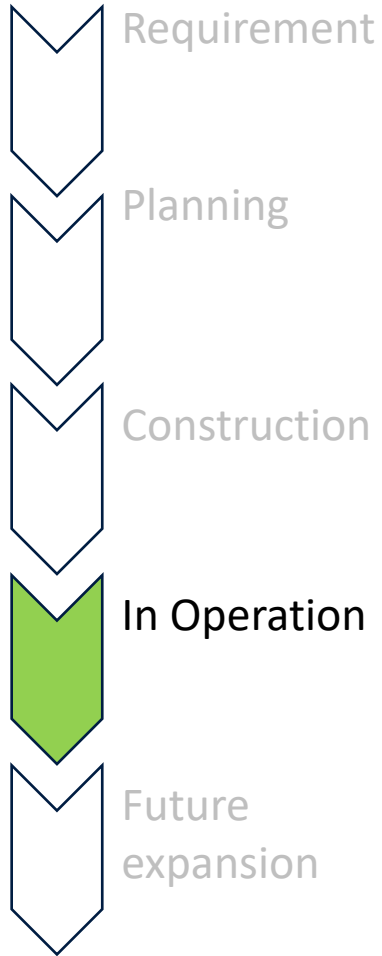


001242, 1 LAKKI DEEP SEA PORT			
Projection:	Transverse Mercator		
Scale:	1:7500		
Datum:	WGS (1984)		
Central Meridian:	004 00' 7550" E		
West Border:	003 59' 000" E	06 26' 3200" N	004 01' 4734" E
			(calculated)
		06 23' 4957" N	
		(calculated)	
Format:	DC		
	E - W length:		
	N - S length:		
Corner coordinates:	003 59' 00" E		

001242, 2 LAKKI DEEP SEA PORT AND APPROACHES			
Projection:	Transverse Mercator		
Scale:	1:25,000		
Datum:	WGS (1984)		
Central Meridian:	004 00' 0000" E		
West Border:	003 56' 4000" E	06 27' 1808" N	004 01' 1818" E
		(calculated)	(calculated)
		06 28' 5000" N	
		(calculated)	
Format:	DC		
	E - W length:		
	N - S length:		
Corner coordinates:	003 56' 40" E		
		06 27' 18" N	004 01' 18" E
		(calculated)	
		06 28' 50" N	

Production begins for PCA. It is very important to communicate any changes to construction and timescales.

Lekki Deep Sea Port



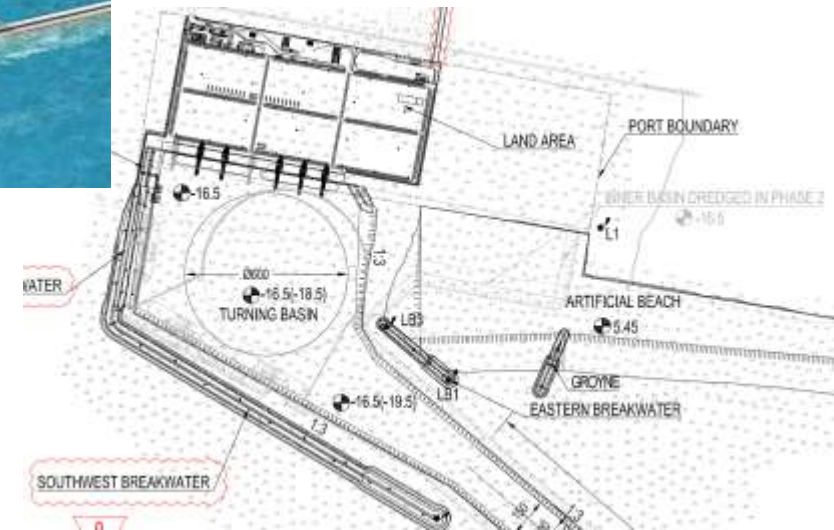
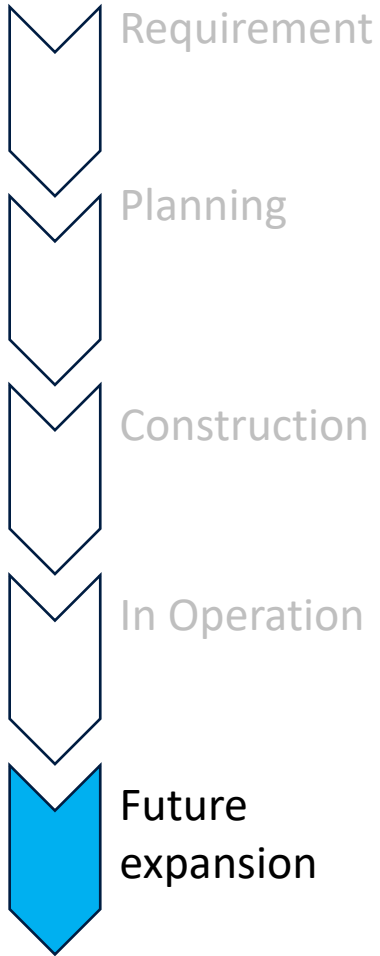
“The port management announced in August 2022, that the port will be opened by the next month. According to managing director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko, tests and dry runs will be underway at the deepwater port from **16 September 2022.**”

- ENC GB4DKJAB Published 6 September 2022 (AVCS **15 September 2022**)
 - Composite cell with Band 5 detail for port and dredged channel



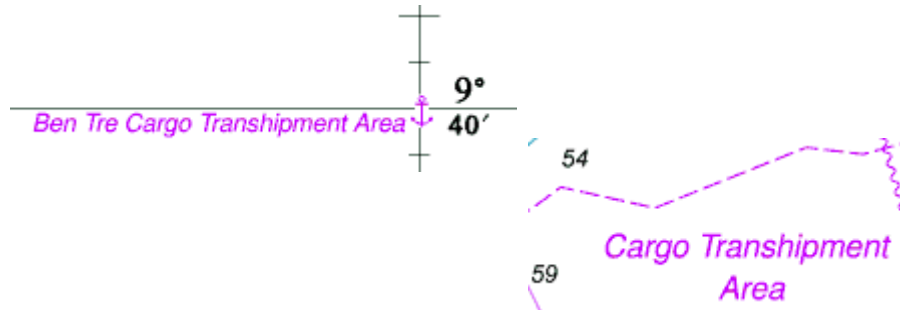
Lekki Deep Sea Port

Phase 2 already planned. Inner basin, Dry Bulk Terminal and Liquid Bulk Terminal.
Also required outside anchorage, VTS and possible routing measures.

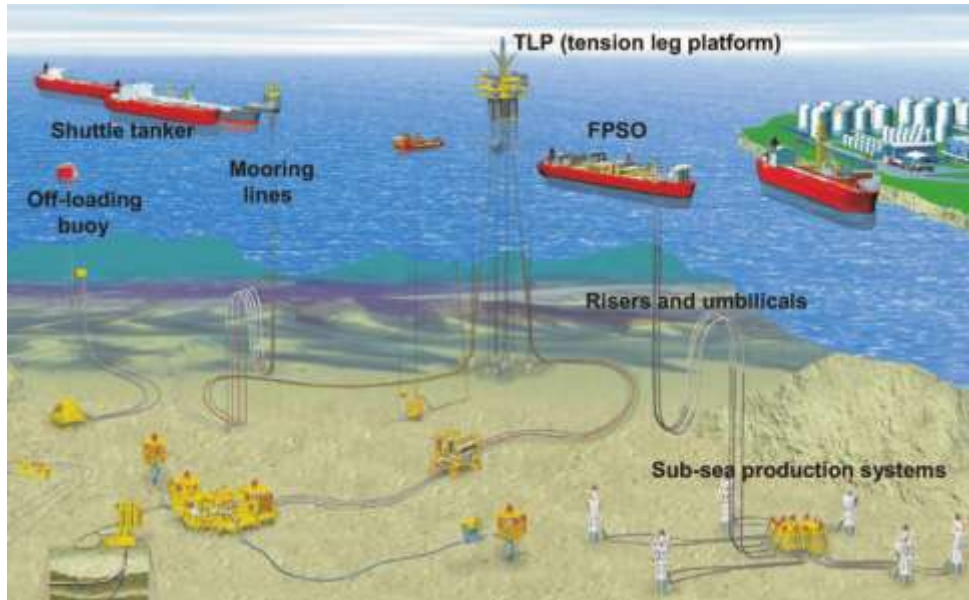


Other types of 'ports'

- Mineral Exploitation
 - Often relatively short term and limited investment in infrastructure
 - Ore is loaded on shallow draught barges and transhipped on to sea-going ore carriers
 - New bathymetric survey may be useful but operators unlikely to pay for it
 - Very little chart action required, possible NM to add indication of a transhipment area

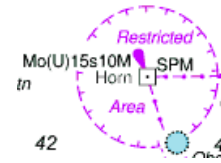


Other types of 'ports'

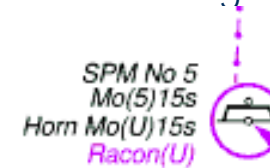


- Oil and Gas - offshore

- Single Point Mooring (SPM)



- Off shore loading Buoys (SBM)



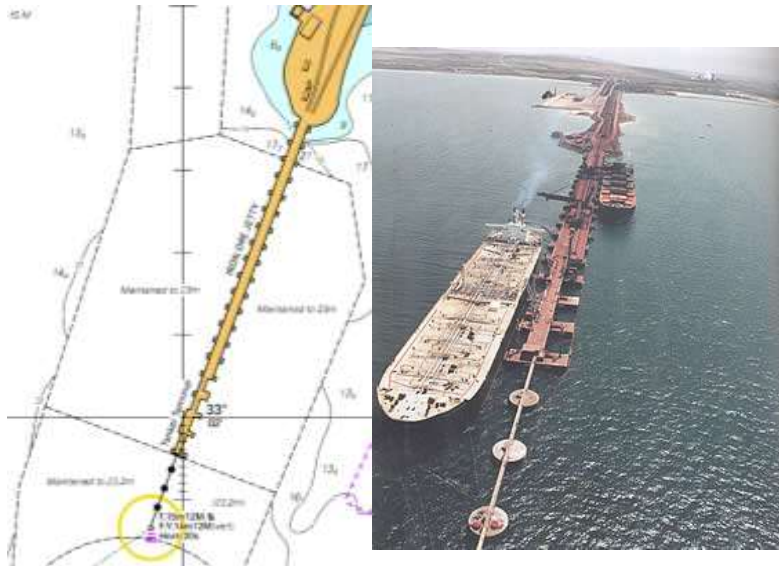
- Floating production storage and offloading (FPSO)



Other types of 'ports'



- Oil and Gas Terminals and Refineries
 - Vessels load/discharge at a berth



- Ore Terminals
 - Often long piers, with conveyors and ship loaders designed for bulk ore. Some accommodate Valemax size vessels which can carry up to 400,000 metric tons of ore.

After the commercial traffic leaves

- Cruise Terminal



- Marina for Leisure craft



- Heritage centre



1927



2011

- Film set
- Diving centre
- Wildlife haven
- ???

Data needed to update our products

- Objective: Safety for the Mariner, the Port and the Environment
 - Bathymetric Data
 - Mapping or imagery
 - Navigation Aids
 - Radio Signals, Pilot information, Vessel Traffic Services
 - Sailing Directions, Local regulations
 - Anchorage Areas
 - Entry Prohibited / Restricted Areas
 - Marine Protected Areas, Fishery Limits
 - Traffic Separation Schemes / Routeing Measures

Bathymetric Data

- Data format and supply
 - UKHO accepts data delivery via email, Hard drive or USB memory sticks, Web Transfer, ftp or by post
 - Good metadata makes data easier to use
 - A clear understanding of the intellectual property rights at the owner of the data
 - Before submitting data the following provide detailed guidance
 - A Guide to Bathymetry
 - H275 Guidance and metadata report for delivering bathymetric data to the UK Hydrographic Office

Available to download from the ADMIRALTY Marine Data Portal (see useful Links)

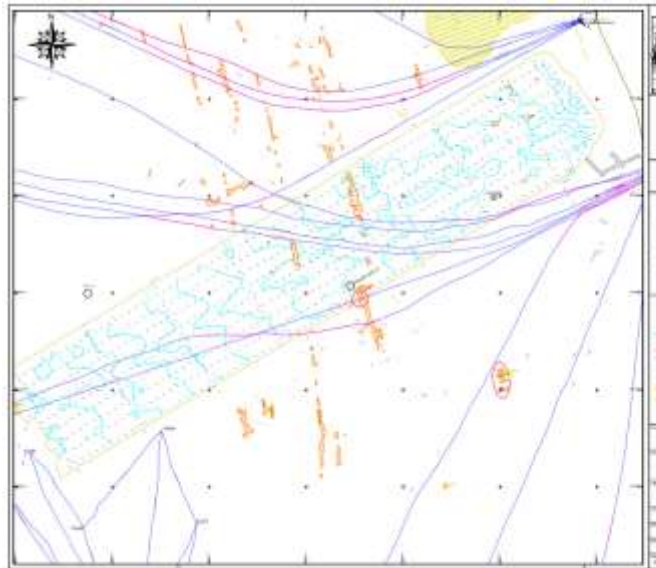




Bathymetric Data

Examples

Name	Date modified	Type	Size
<input type="checkbox"/> em1002_1_MSL.xyz	18/12/2010 22:52	XYZ File	117,200 KB
<input type="checkbox"/> em1002_2_MSL.xyz	19/12/2010 05:49	XYZ File	203,881 KB
<input type="checkbox"/> em1002_3_MSL.xyz	19/12/2010 06:48	XYZ File	166,387 KB
<input type="checkbox"/> em3002_1_MSL.xyz	18/12/2010 18:18	XYZ File	124,763 KB
<input type="checkbox"/> em3002_2_ALMLWS.xyz	18/12/2010 19:59	XYZ File	3,634 KB
<input type="checkbox"/> em3002_3_ALMLWS.xyz	18/12/2010 19:59	XYZ File	8,681 KB
<input type="checkbox"/> em3002_4_ALMLWS.xyz	18/12/2010 20:00	XYZ File	21,152 KB
<input type="checkbox"/> em3002_5_ALMLWS.xyz	19/12/2010 06:12	XYZ File	2,323 KB
<input type="checkbox"/> em3002_6_ALMLWS.xyz	19/12/2010 06:49	XYZ File	
<input type="checkbox"/> em3002_7_ALMLWS.xyz	19/12/2010 07:16	XYZ File	



FUGRO SURVEY AFRICA (PTY) LTD

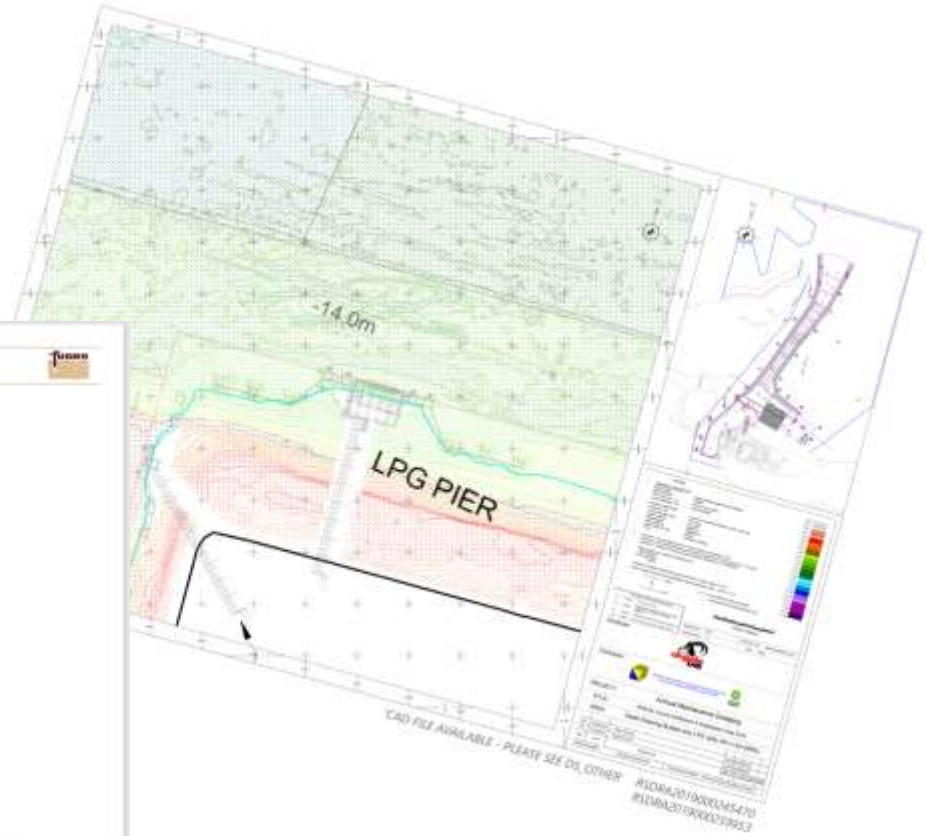
MAPUTO HARBOUR APPROACHES SURVEY REPORT
PORT OF MAPUTO, MOZAMBIQUE

Survey Period: 29 June – 20 September 2011
 Report Number: NT0422a
 Client Project Number: WIGGEP-MH, C0PP No 2

Prepared for: SARESA
 181 Lombard Road
 2nd Floor, 2nd and 3rd Floors
 Brooklyn 0101, Pretoria
 South Africa

Prepared	Checked	Approved	Date

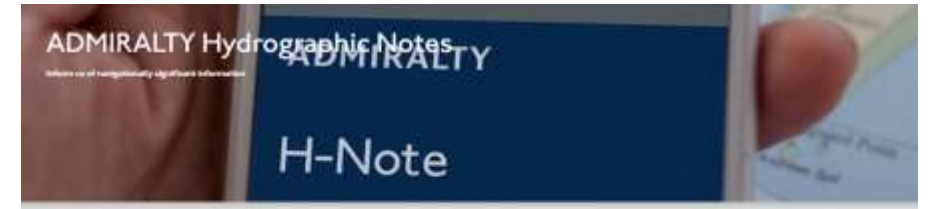
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Hydrographic Notes

- Hydrographic Notes allow anyone to inform UKHO of any navigationally significant information.
 - New or suspected dangers
 - Changes to navigational aids
 - Amendments to details included in publications
 - Photographs can be included as these can confirm observations and potentially be used in other publications

Available to download from ADMIRALTY Marine Data Solutions (see useful Links)



Hydrographic Notes

Examples

HYDROGRAPHIC NOTE		H.102 (ver 4.2 Nov 15)
Forwarding information for Admiralty Charts, ENCs and Nautical Publications and reporting ENC display issues		
Date	17 August 2014	Ref. Number: 06-2014
Name of ship or service	Stephan Blake	
Address	Anglo UNO Ltd, Marine Operations Dept, 60-210, Newlands Basin, Sover, Anglia	
Tel/Fax/Telex/E-mail address of sender	+344 232 679 713 / anglo135@anglo.com	
General locality	Approaches to the Port of Sover, River Conq, Anglia	
Subject	Port of Sover - Changes to Buoys	
Position (Use Abbreviation 2 below)	Latitude 06° 06.819 S	Longitude 012° 20.306 E
Admiralty Charts affected	698	Edition: No.2, 24 th August 2014
Latest Weekly Edition of Notice to Mariners sent	Not required	
Replacement copy of Chart for	IS NOT required, (see instructions if below.)	
ENCs affected	Yes	
Latest Update sent here	Web	
Publications affected (Edition No.)		
State of vessel, equipment, radio & Light List No. etc.		
Details:		
1. Removal of No 13 Buoy		
2. Establishment of a Yellow Special Mark Data Buoy B0. Note that the Data buoy has attached two sector blocks clearly marked by yellow floats and positioned clear of the designed channel.		
New details as follows: Buoy 1356 Special Mark (with legend) Light: Yellow, Flash 5 every 15 seconds Latitude: 06° 06.819 S Longitude: 12° 20.306 E		
Signature of observer/reporter	Stephan Blake	
Tick box if not willing to be named as source of this information: <input type="checkbox"/>		

Subject: Chart Correction - Charts 588 & 589 - Sover 6130

Dear Sir/Madam,

Please find attached your completed Form H.102, a supporting document drawing and a raster plot which contains the information needed to investigate the appropriate chart correction and navigation warning regarding the future installation of the Jack-Up Production Platform "Tiberius Alpha" and its associated oil pipeline at the Deeply situated offshore Cabon. The pipeline is being installed now and the platform is scheduled to be installed in August 2012.

Kindly confirm this is all the information you need, or otherwise advise. Please also confirm that your system automatically informs the NOAA of this information so that their charts will show the same correction. I understand the information is also passed to the necessary French authorities.

Many Thanks,
Paul Rogers



BLANK, 0022 CASABLANCA - 06, 14MM 0204th 16:08

BLANK, 0022 CASABLANCA - 06, 14MM 0204th 16:08

09P up 16:08

00V (110), 01, 01, 02000 09:08

From: Alvin HALL <alvin.hall@dnv.com>
Sent: 15 April 2012 17:57
To: CAROLINE <CAROLINE@dnv.com>
Cc: Caroline <CAROLINE@dnv.com>; caroline.bryant@dnv.com
Subject: H.102 - BLANKING 40-1401 122000MARS

Dear Alvin,

The Casablanca berth for the (Saber) subsea cable was installed in February of this year. Please see attached the as laid coordinates in Dred, X&Y, and MW format for updating of the Nautical Charts. I have also completed a Hydrographic Note H102 attached.

Please let me know if you require any further information.

With regards,
Alister

Alister Hall
Cable Route Engineer

Telegraph House, 10 Telstar Way, Greenwich, SE18 6DL
Email: alister.hall@dnv.com
Tel: +44 (0)20 940 1100
Mob: +44 (0)780 919100

OR just an email!

ALRS Information

- ADMIRALTY Digital Radio Signals

- *ADRS 1, 3, 4, 5 - Information to assist bridge crews in routine radio communications, receiving and providing weather reports and safety information, pollution and quarantine reporting, as well as seeking Telemedical Assistance Services (TMAS). This application also provides detailed procedures in the event of distress or SAR incident*
- *ADRS 2 - Positional and timekeeping references to aid the calculation of positions and times worldwide. Coverage includes worldwide listings of radar beacons, VHF radio-direction-finding stations, known AIS Aids to Navigation (AtoN), Radio beacons transmitting DGPS corrections, International radio time signal broadcast details and International standard and daylight saving times and dates*
- *ADRS 6 - Essential information for 3,800 service locations worldwide, including detailed pilot, Vessel Traffic Service (VTS) and port information with their respective contact details and procedure*

ALRS Information

■ Example - Brindisi

BRINDISI **40°39'N 17°58'E**

UNCTAD LOCODE: IT BDS
See diagram BRINDISI VESSEL TRAFFIC SERVICE.

Pilots

CONTACT DETAILS:

Call: [Piloti Brindisi](mailto:Piloti.Brindisi)
VHF Channel: Ch 16; 11 12
Telephone: +39 0831 562859
Fax: +39 0831 562859
E-mail: mail@pilotibrindisi.it

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** for vessels over 500 gt and is available H24 (HJ tankers and gas carriers over 3000 gt).
- (2) **Pilot boards** in position 40°39'85N 18°01'08E (approximately 1 n mile from port entrance).

Vessel Traffic Service

AREA:

- (1) The VTS area comprises the water area bounded by the following positions:

- (a) 40°45'50N 17°42'20E
- (b) 40°52'80N 17°51'70E
- (c) 40°53'60N 18°05'40E
- (d) 40°47'00N 18°16'70E
- (e) 40°36'60N 18°19'40E
- (f) 40°27'70N 18°12'70E

- (2) An area of first contact within which vessels must establish contact with Brindisi VTS, extends 3 n miles from the outer limits of the VTS.

DESCRIPTION:

Brindisi VTS provides the following services:

- (1) Information Service
- (2) Traffic Organisation Service
- (3) Navigational Assistance Service

CONTACT DETAILS:

Call: Brindisi VTS
VHF Channel: Ch 16; 10
Telephone: +39 0831 521022
Fax: +39 0831 0568113
E-mail: brindisi@quaradacostiera.it
so.brindisi@mit.gov.it

HOURS: H24

PROCEDURE:

- (1) Participation in the VTS is **mandatory** for the following:

- (a) All vessels of 300 gt and over
- (b) Passenger vessels or vessels carrying dangerous goods, of any tonnage
- (c) Fishing vessels of 24m LOA and over
- (d) Leisure craft of 45m LOA and over

- (2) Participation in the VTS is **optional** for the following:

- (a) Warships or auxiliary warships
 - (b) Vessels belonging to a Member State of the European Community employed and used for a non-commercial public service
 - (c) Fishing vessels, traditional vessels or leisure craft of less than 45m LOA
 - (d) Vessels of **active** construction and vessels without motorized propulsion systems
- (3) **Reporting** Vessels should report to Brindisi VTS on VHF Ch 10 as follows:
 - (a) On entering the area of first contact, stating:
 - (i) Vessel's name, call sign, IMO No, MMSI
 - (ii) Position and date/time group in UTC
 - (iii) Course and speed
 - (iv) Draught
 - (v) Port of destination and ETA
 - (vi) Cargo and, if dangerous goods onboard, quantity and IMO class
 - (vii) Characteristics and quantity of bunker fuel onboard
 - (viii) Address for communication of information regarding the cargo
 - (ix) Number of persons onboard
 - (x) Defects or damages, if present, to the onboard equipment that could affect the vessel's seaworthiness or safety
 - (xi) ETA for entry into the traffic lane for incoming vessels
 - (b) Immediately prior to departure from the berth
 - (c) At the outer limit of the traffic lane for outgoing vessels
 - (d) On completion of anchoring manoeuvres
 - (e) Immediately prior to departure from the anchorage
 - (f) At the Reporting Line bisecting the lane for incoming traffic in position 40°40'52N 18°08'94E
 - (g) On leaving the VTS area

- (4) Vessels that do not participate in the VTS and intend to enter/exit Brindisi are required to contact Brindisi VTS 3 n miles from the port with the following information:

- (a) Vessel's name
- (b) International name
- (c) Flag
- (d) Port of origin
- (e) Any other information required by the operator

- (5) Vessels should immediately communicate any fault, accident or loss of polluting cargo that may occur after the message reporting entry into the VTS area has been sent.
- (6) Vessels should maintain a continuous listening watch on VHF Chs 10 and 16 when within the VTS area.

Maritime Advisory Service

DESCRIPTION:

This service undertakes the monitoring and recording of times of arrival, departures and movements of merchant vessels and provides a communications service of a commercial nature between vessels and agents.

CONTACT DETAILS:

Call: Brindisi Port Informer
VHF Channel: Ch 16; 11 12
Telephone: +39 0831 522203
Fax: +39 0831 260939
E-mail: info@porto.br.it

INFORMATION:

The Maritime Advisory Service provides information on the following:

- (1) The arrangements and provisions issued by the Brindisi Port Authority or the Hr Mr concerning the control of activities which can be undertaken within the port limits.
- (2) Local meteorological/marine conditions.
- (3) Announcements concerning shipping agents and cargoes.

Port

CONTACT DETAILS:

Hr Mr

VHF Channel: Ch 16; 11 12
Telephone: +39 0831 521022
+39 0831 521023
+39 0831 568113
Fax: +39 0831 568113
E-mail: brindisi@quaradacostiera.it
so.cbbrindisi@mit.gov.it
www.porto.br.it

Montedison Refinery

VHF Channel: Ch 14
Telephone: +39 080 742855

Port Authority

Telephone: +39 0831 562849
+39 0831 562225
Website: www.porto.br.it

Berthing

VHF Channel: Ch 16; 11 12
Telephone: +39 0831 527633
Fax: +39 0831 568613
E-mail: gruppo10@tin.it
Website: www.angopi.it

HOURS: H24

NOTE:

Vessels intending to transit Porto Medio to Porto Nuovo and have a masthead height of 30m or greater are required to contact Brindisi VTS on VHF Ch 10 prior to transit due to the berths' proximity to the airfield.

Tugs

CONTACT DETAILS:

Call: Ch 16; 11 12
VHF Channel: Ch 16; 11 12
Telephone: +39 0831 525165
+39 0831 521833
Fax: +39 0831 521833
E-mail: baretta@rateilbarretta.it
Website: www.assonimorchiatore.it

HOURS: H24

NOTE:

Tugs are compulsory for vessels carrying dangerous goods, greater than 100m LOA, or less than 100m LOA and not equipped with a bow stroller.



Lights List

TABULATED LIGHT INFORMATION

Information is tabulated as follows:

Int No Nat No (1)	Location – Name (2)	Lat Long (3)	Characteristic (4)	Elevation metres (5)	Range miles (6)	Structure Height in metres (7)	Remarks (8)
-------------------------	------------------------	--------------------	-----------------------	----------------------------	-----------------------	--------------------------------------	----------------

Column (1): Contains the number of each light.

The National LL number appears below the International number in a smaller font. See details on page xi.

Column (2): Location, name.

Place is printed in CAPITALS.

In some location entries dashes (–) are used to save space. A dash indicates that the place name (CAPITALS) or sub location details from the entries above are repeated and are part of the full name of the AtoN. When making reference to an AtoN in correspondence the full location name of the aid should be given.

The names of lights having a range of 15 miles and over are printed in **bold type**; those of less than 15 miles range are printed in roman type; those of light vessels in *ITALIC CAPITALS* and those of all other floating lights in *italics*.

Column (3): Where source datum information permits positions have been converted to WGS84. Thus all positions in this Volume are either “WGS84” or “undetermined”. Latitude and longitude are given to two decimal places of a minute where data accuracy permits. However, positions should be regarded as approximate and are intended to indicate the relative position of lights only. Charts should be consulted for a more authoritative position. The horizontal datum used, and any applicable WGS84 shifts, are shown on the appropriate chart of the area.

Column (4): Characteristics.

Column (5): Elevation in metres.

Column (6): Range in sea miles, in **bold type** if of **15 miles or more**, and in roman type if less.

Column (7): Description of structure and its height in metres.

Column (8): Remarks, including phase, sectors and arcs of visibility.

Rounding Rules: The following rounding rules are applied to the range, elevation and structure height; 0.5M/m rounded down, 0.6M/m rounded up.

Phase is expressed in seconds where known unless otherwise stated; it is printed in *italics*.

The duration of light and darkness are those for which the apparatus was designed. In practice they are subject to some degree of fluctuation, due to slight variations in the working speed of the apparatus. The duration of a flash may also appear to be less than normal when seen from a great distance, and haze has the same apparent effect.

The limits of sectors and of arcs of visibility, and the alignment of direction lights and leading lights are given as seen by an observer from seaward. All bearings refer to the true compass and are measured clockwise from 000 to 359.

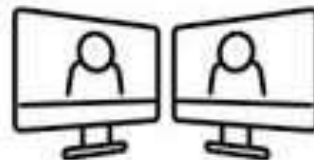
Racons, Ramarks and AIS are included in the List of Lights when they are situated at a light station. For details of Coast Radio Stations and Radar Stations, reference must be made to the relevant volume of the ADMIRALTY List of Radio Signals.

Weather, ice, storm, danger, tide, tidal stream, traffic and port signals may be mentioned when they are shown at a light station but full details will be found in the relevant ADMIRALTY Sailing Directions.

Double dots listed in each column of the table denotes that there is no information available.

Communication

- Develop a good relationship with your PCA
 - Tell us what might be happening
 - Discuss what is needed
 - Discuss when it is needed
 - Tell us if things change
 - Ask for advice
 - If in doubt please ask the question. If we don't know we probably know someone who does.



Useful Links

▪ UKHO

➤ Bathymetric data

<https://datahub.admiralty.co.uk/portal/apps/sites/#/marine-data-portal/pages/seabed-mapping-services>

H275: Guidance and metadata report for delivering bathymetric data to the UK Hydrographic Office

➤ Hydrographic Notes

Used to inform us of any navigationally significant information. This information could include new or suspected dangers, changes to navigational aids, amendments to details included in publications.

<https://www.admiralty.co.uk/maritime-safety-information/hydrographic-notes>

(There is also the opportunity to supply the same data using the H-Note App, follow the link above)



UK Hydrographic
Office

Any Questions?



UK Hydrographic
Office

Thank you

