

PUB 147 6 Ed 1996 LAST NM 25/00

Page 46—Line 36/L; read:
a length of 160m and a depth alongside of 9m. Cargo
(BA NM 27/00) 32/00

PUB 162 4 Ed 1996 LAST NM 27/00

Page 37—Line 39/R; insert after:
A dangerous wreck, reported (2000), lies 6.6 miles SSW
of Cape Santiago Light.
(4(14)00 Manila) 32/00

Page 304—Line 40/L; insert after:
A shoal with a charted depth of 7.3m, reported (2000),
lies 2 miles S of Southwest Bank.
(4(15)00 Manila) 32/00

PUB 180 2 Ed 1997 LAST NM 26/00

Page 59—Lines 18 to 28/R; strike out.
(NIMA) 32/00

Page 60—Lines 5 to 6/L; read:
some form of metallic radar reflector to assist in detection.

Ship Reporting Systems

Two ship reporting systems have been established for the safety of shipping in Greenland waters and to assist in the coordination of search and rescue efforts, as follows:

1. **GREENPOS**—For vessels en route to or from Greenland in the area N of 57°N and within 250 miles of the coast of Greenland. This system is compulsory for all Danish vessels. Other vessels are invited to participate in the system.
2. **KYSTKONTROL**—For vessels navigating between ports and harbors along the Greenland coast. This system is compulsory for most Danish vessels exceeding 20 grt. Other vessels are invited to participate in the system.

GREENPOS

There are four types of GREENPOS reports:

1. **Sailing Plan (SP)**.—The SP contains the basic information needed to enter the vessel into GREENPOS. The report should be made when the vessel enters the GREENPOS area from sea, upon final departure from a port in Greenland, or when a ship not subject to compulsory reporting wishes to participate in the system.
2. **Position Report (PR)**.—The PR should be sent four times daily, as follows:
 - a. 0000-0030.
 - b. 0600-0630.
 - c. 1200-1230.
 - d. 1800-1830.
3. **Deviation Report (DR)**.—The DR should be sent when the vessel's position differs significantly from the position which would have been predicted from previous reports.
4. **Final report (FR)**.—The FR should be sent upon leaving the reporting area, on arrival at its destination in

Greenland, or when a ship not subject to compulsory reporting wishes to leave the system.

The first line of a GREENPOS message is one of the following:

Type of Report	Format
SP	GREENPOS/SP//
PR	GREENPOS/PR//
DR	GREENPOS/DR//
FR	GREENPOS/FR//

Subsequent lines start with the line identifier followed by the date. See the appendix for more information on the format of GREENPOS messages.

GREENPOS messages are sent free of charge and should be sent in the form of a radiotelegram directly to Island Commander Greenland (ISCOMGL), Groennedal, via Groennedal Naval Radiostation (OVC) or through a coast radio station.

KYSTKONTROL

There are four types of messages, each of which starts with the line KYSTKONTROL, as follows:

1. **Departure Report**.—Should be sent on departure from a port or harbor. The report must contain the following lines in the given sequence:
 - a. Vessel name and call sign.
 - b. Time of departure (local time).
 - c. Port of departure.
 - d. Destination.
 - e. Route (brief details).
 - f. ETA (local time).
 - g. Persons on board.
 2. **Arrival Report**.—Should be sent upon arrival at the next port. The report contains the following lines:
 - a. Vessel name and call sign.
 - b. Port of arrival.
 - c. Time (local time).
 3. **Deviation Report**.—Should be sent when changes are made to the route contained in the Departure Report or if the ETA will be exceeded by more than 1 hour. The report must contain the following lines:
 - a. Vessel name and call sign.
 - b. Reason for deviation.
 4. **Position Report**.—If the voyage exceeds a duration of 24 hours, then at least one Position Report should be sent in every 24-hour period. The report must contain the following lines:
 - a. Vessel name and call sign.
 - b. Time of report (local time).
 - c. Position.
 - d. Course and speed.
- For the purpose of transmitting KYSTKONTROL messages, Greenland waters have been divided into a number of control areas, each based on a Coast Radio Station. The limits of each control area are, as follows:
1. Skibskontrol Ittoqoormiit (Scoresbysund)—E coast N of Kap Coster (69°N).

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2. Skibskontrol Ammassalik (OZL) (Angmagssalik)—E coast N of Lindenows Fjord (60°31'N) to Kap Coster (69°N).

3. Skibskontrol Qaqortoq (OXF) (Julianhab)—E coast S of 60°31'N and W coast S of Sermiligarsuk Fjord (61°31'N).

4. Skibskontrol Nuuk (OXI) (Godtharb)—W coast from 61°30'N to 66°N.

5. Skibskontrol Aaslaat (OYR) (Egedesminde)—W coast between 66°N and 74°30'N.

6. Skibskontrol Qaanaaq—W coast N of 74°30'N.

All reports should be addressed to SKIBSKONTROL and name of control station which lies in the same control area as the destination. Reports are sent directly to the control station or through any Coast Radio Station. All KYSTKONTROL reports are accepted free of charge.

Time Zone

(BA NP 281(2); BA NM 27/00, Section VI) 32/00

Page 80—Line 20/L; read:
through a CRS (by facsimile or E-mail) or by telephone
(PUBS 008/00) 32/00

Page 80—Line 44/R; insert after:

Contacting Norwegian Coast Radio Stations		
Station	E-mail Address	Facsimile Number
Tjoeme	tjome.radio@telenor.com	4733390700
Farsund	farsund.radio@telenor.com	4738391847
Rogaland	rogaland.radio@telenor.com	4751683620
Bergen	bergen.radio@telenor.com	4755310389
Floroe	floro.radio@telenor.com	4757743444
Oerlandet	orlandet.radio@telenor.com	4772523556
Bodo	bodo.radio@telenor.com	4775525896
Vardo	vardo.radio@telenor.com	4778988331
Svalbard	svalbard.radio@telenor.com	4779021685

(PUBS 008/00) 32/00

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Page 63—Lines 45 to 54/L; read:

4.8 Saint Helier, located at the E side of Saint Aubin Bay, is the capital and main port of the island. There are facilities for general cargo, petroleum products, and passengers.

The port consists of Saint Helier Harbour, which encloses Old Harbour; Elizabeth Harbour; and La Collette Harbour.

Tides—Currents.—The tides rise about 9.8m at springs and 4m at neaps.

Depths—Limitations.—Saint Helier Harbour is entered between Albert Pier and Victoria Pier. An extensive marina is situated in its NW part. Old Harbour, which is enclosed by Saint Helier Harbor, is situated in the NE part and used by fishing vessels and pleasure craft. North Quay, in the center,

provides 153m of berthage with a depth of 5.2m alongside. It can accommodate vessels up to 80m in length and 5m draft.

Victoria Pier provides 347m of quayside with depths of 2.2 to 3m alongside. Albert Pier provides 392m of quayside with depths of 2.3 to 3.9m alongside. It is used by catamaran and other passenger vessels.

La Collette Harbour, with two basins, is located S of Victoria Pier. The N basin is used by yachts. The S basin provides an oil and LPG terminal. Tankers up to 95m in length and 6.1m draft can be accommodated.

Elizabeth Harbour is situated W of Saint Helier Harbour. A marina lies in the N part. The main commercial basin is entered between Albert Pier and West Breakwater. There is a ro-ro terminal with two linkspan berths, each 130m long with depths of 6m alongside. Ro-ro ferry vessels up to 130m in length and 5.2m draft use these facilities on a regular basis.

The least and controlling depth in the entrance fairway is reported (1999) to be 2.4m.

Aspect.—Elizabeth Castle stands on the rocks fronting the harbor and is conspicuous. A causeway, which dries at half tide, extends 1.2 miles NNE from the castle to the shore of the bay. Hermitage Rock, 28m high, lies about 0.2mile SSE of the castle. Hermitage Breakwater extends between the castle and this rock. It then extends about 0.2 mile SSE from the rock and provides shelter on the N side of the harbor entrance.

The harbor entrance channel is indicated by lighted ranges. The chimney standing on Point de Pas has been previously described. Fort Regent, with a white dome and a signal mast, is situated 0.4 mile N of the chimney and is prominent. A swimming pool stands in the vicinity of the fort. Its concave roof is conspicuous on the skyline.

Pilotage.—Pilotage is compulsory for vessels of 50 grt and over. Vessels should send an ETA and request for pilotage through Jersey coastal radio station. Pilots can be contacted by VHF and are available throughout 24 hours. Pilots board vessels approaching from W about 1 mile W of Norimont Point Light and vessels approaching from E about 0.5 mile SSE of Demie de Pas lighted beacon.

(BA NP 27) 32/00

Page 63—Lines 1 to 27/R; strike out.

(NIMA) 32/00

Page 63—Lines 31 to 54/R; read:

Signals.—Traffic signals are displayed from port control, situated at the head of Victoria Pier, as follows:

1. Green occulting or flashing light indicates vessels may enter but not leave the harbor.
2. Red occulting or flashing lights indicate vessels may leave but not enter the harbor.
3. Green and red occulting or flashing lights indicate no vessels may enter or leave the harbor unless instructed by radio to do so.
4. Amber quick flashing light indicates vessels under power and 25m or less in length may enter or leave the harbor contrary to the light signal shown at the time.

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Such vessels must keep to the starboard side while passing between the pier heads.
(BA NP 27) 32/00

Page 64—Lines 1 to 2/L; strike out.
(NIMA) 32/00

Page 64—Lines 13 to 15/L; read:
It is reported that the port control (VHF channel 14) has a limited range of about 8 miles.

4.9 South coast of Jersey (continued).—Violet Bank is the
(BA NP 27) 32/00

Page 64—Lines 29 to 40/L; read:
white. At HW, this tower is completely isolated, differing in this respect from Icho Tower.

Plateau de la Frouquie consists of numerous submerged and drying rocks. Canger Rock, which dries 3.4m, and La Goubiniere, which dries 5.3m, lie near the W end of the plateau, 3.2 miles SSE of La Rocque Point, and are marked on their NW side by a lighted buoy. Froquier Aubert lies on the SW side of the plateau. It dries 8.2m and is marked by a lighted buoy.

Monte Ube Light (49°00'N., 2°04'W.) (rear range) is shown from a framework tower, 14m high, standing 1.2 miles W of La Rocque Point.
(BA NP 27) 32/00

Page 64—Line 55/L; read:
Caution.—When navigating in Violet Channel, vessels should pay
(NIMA) 32/00