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Pilot Station lies within the Traffic Area Wandelaar of this compulsory VTS system. For complete details of the VTS procedures, see Traffic Control under Westerschelde (paragraph 6.7).

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Page 97—Line 45/L; read:

and the W current about 1.5 knots.

Caution.—A submarine gas pipeline, which may best be seen on the chart, extends seaward from a point on the shore 1.7 miles ENE of Blankenberge, about 0.4 mile W of the W breakwater of Zeebrugge.

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Page 98—Lines 1 to 30/L; read:

Pilotage.—Pilotage is compulsory for all vessels, except those in ballast with a draft less than 2.2m. Harbor pilots can be contacted by VHF and board in the roadstead near the Zand lighted buoy (51°22.5'N., 3°10.1'E.).

Vessels should send an ETA at the A1 lighted buoy (51°22'N., 2°53'E.) at least 6 hours in advance addressed to Loodswezen Zeebrugge through Oostende (OST) or Zeebrugge Traffic.

Pilots are provided by the Wandelaar Pilot Station. See paragraphs 6.2 and 6.7.

Pilots board LNG vessels about 1 mile E of the AZ lighted buoy (51°21'N., 2°38'E.).

All inbound vessels should maintain a listening watch for LNG vessels on the appropriate VTS-SM VHF channel. When S of the Zand lighted buoy vessels should listen on VHF channel 71.

Pilotage through Flanders Banks is advisable for vessels without local knowledge.

Regulations.—The Scheldemond Vessel Traffic Service (VTS-SM) system operates in the W approaches to the estuary of the Westerschelde, N of Zeebrugge. Wandelaar Pilot Station lies within the Traffic Area Wandelaar of this compulsory VTS system. The port is situated within Traffic Area Zeebrugge.

For complete details of the VTS procedures, see Traffic Control under Westerschelde (paragraph 6.7).

Special rules are in force concerning the movement of LNG vessels within the port.

Anchorage.—Vessels may anchor in depths of 5 to 7m, about 1 mile NW of the port entrance.

Signals.—International port traffic signals, which control entry and departure, are displayed from the head of the W breakwater and from the tower at the head of Leopold II Dam (see paragraph 6.1).

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Page 99—Line 34/L; read:

Westerschelde estuary and may best be seen on the chart.

A Mine Laying Practice Area, the limits of which may best be seen on the chart, lies centered 7 miles NNW of the A1 lighted buoy (51°22'N., 2°53'E.).

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Page 99—Line 39/L; read:

2. Vessels over 60m in length and all vessels carrying
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Page 99—Lines 50 to 58/L; read:

advance with tow details.

All request for pilotage messages must include the following:

Designator	Information Required
A	Name, call sign, and flag.
I	Port of destination and time (GMT) of ETA at Wandelaar or Steenbank Pilot Station.
O	Draft (meters and centimeters).
P	Cargo product(s) carried. Technical name of any dangerous cargo.
T	Agent.
U	GRT and length.
X	Additional remarks concerning damage, injury, navigability, equipment or list.

Vessels with a Belgian destination carrying dangerous cargoes, gas products, or which last carried gas products and are not gas-free are required to send the following additional information:

1. Name and call sign.
2. Date and time (GMT) of report.
3. Nationality.
4. Length.
5. GRT.
6. Destination.
7. Product, UN number.
8. Product, total quantity.
9. Name of agent/owner.
10. Carriage, or not, of a valid Compliance Certificate issued or recognized by the flag country and statement that the ship is loaded in conformity to it.

Vessels requesting a pilot by helicopter should also state in their ETA message that a pilot by helicopter is required and their direction of approach. VHF channel 9 is reserved for ship to helicopter communication.

Pilots can be transported to and from vessels by helicopter 24 hours per day.

Pilots are available at the following stations:

1. Wandelaar Pilot, a Belgian pilot vessel, which is stationed about 2 miles E of the E end of the West Hinder TSS, in the Precautionary Area.
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Page 99—Line 4/R; read:

the A1 lighted buoy (51°22'N., 2°53'E.).

Vessels should contact the pilot station on VHF channel 65, or Wandelaar Traffic Center, at least 1 hour before ETA at the boarding position.

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This station also provides pilots for Nieuwpoort, Oostende, and Zeebrugge.
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Page 99—Line 11/R; read:

Schouwenbank lighted buoy (51°45'N., 3°14'E.).

Vessels should contact the Steenbank Traffic Center on VHF channel 64 at least 30 minutes before ETA at the pilot station (boarding position).

Vessels intending to anchor in the designated area lying 3.5 miles NE of Schouwenbank lighted buoy (51°45'N., 3°14'E.) should inform the Steenbank Traffic Center and, when anchored, keep a listening watch on VHF channel 64.
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Page 99—Lines 29 to 30/R; read:

Zeebrugge—less than 169m in length with a draft of less than 8m.

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Page 100—Line 6/L; read:

Wandelaar through Oostende (OST).

The ETA messages of vessels bound for Belgian ports must include the following:

Designator	Information Required
A	Name, call sign, and flag.
I	Port of destination and time (GMT) of ETA at Wandelaar or Steenbank Pilot Station.
O	Draft (meters and centimeters).
P	Cargo and IMO category.
T	Agent.
U	GRT, length, and beam.
X	Additional remarks concerning damage, injury, navigability, equipment, list, and general particulars.

Vessels carrying dangerous cargoes, gas products, or which last carried gas products and are not gas-free are required to send the following additional details:

1. Carriage, or not, of a valid Compliance Certificate issued or recognized by the flag country and statement that the ship is loaded in conformity to it.

2. Any deficiencies which may effect the ability to maneuver or the safety of navigation or any events affecting or putting in danger the marine environment or connected zones.

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Page 100—Lines 11 to 16/L; read:

The ETA messages of vessels bound for Netherlands ports must include the following:

Designator	Information Required
A	Name, call sign, and flag.
B	Date and time (GMT) of report.
I	Port of destination.
J	ETA at Wandelaar or Steenbank Pilot Station.
O	Draft (meters and centimeters).
P	Cargo and IMO category.
T	Agent.
U	GRT, length, and beam.
X	Any special particulars.

All inbound vessels must report by VHF 30 minutes before entering the VTS-SM operational area to the appropriate Traffic Area Center (Wandelaar on VHF channel 65 or Steenbank on VHF channel 64). The report must include name, position, draft, and destination.

All inbound vessels must then maintain a VHF listening watch and report to the appropriate Traffic Area Center when entering the VTS-SM area and passing the call-in points, which are indicated on the

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RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117

Ed 2001

LAST NM 24/01

(1) No.	(2) Name	(3) Type	(4) Position Rx Tx	(5) Frequency	(6) Range	(7) Procedure	(8) Remarks
UNITED KINGDOM							
The VHF direction finding stations of the United Kingdom are for emergency use only. Except for Guernsey and Jersey, all are remotely controlled by a HM Coast Guard Maritime Rescue Coordination Center or Sub-Center (MRCC/MRSC). The following details of operation are common to all of these stations:							
A. Ch.16. B. Ch.16 (distress only). Ch.67. Ch.82 (Jersey only). C. Ch.16 (distress only). Ch.67. Ch.82 (Jersey only).							
1086 Fairlight. 2-0001		RDF	50 52 11 N 0 38 44 E				MRCC Dover.
			*				25/01
1088.5 Forsnaval. 2-0001							Remove from list.
							* 25/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
CROATIA				
3499 3-1390	Split (9AS).	Ch. 07, 21, 81, F3E.	0545, 1245, 1945.	Local navigational warnings and weather.
		518 kHz, F1B.	0240, 0640, 1040, 1440, 1840, 2240.	NAVTEX (Q).
		*		25/01
CHILE				
LONG-RANGE WARNINGS: NAVAREA XV: Includes the waters of the eastern South Pacific from 18°21'S to Antarctica, bound on the west by 120°W and on the east by 67°16'W. Original reports to Director del Servicio Hidrografico y Oceanografico de la Armada de Chile, Valparaiso.				
3645.5 3-5610	Valparaiso Playa Ancha (CBV).	4214.5, 4217.5, 8420.5, 8424, 12583.5, 12587, 16811, 16814.5 kHz, F1B.	0215, 1430, 2210.	NAVAREA XV warnings; local navigational warnings in Spanish at 0215, 1430.
		4214.5, 4217.5, 8420.5, 8424, 12583.5, 12587, 16811, 16814.5 kHz, F1B.	0110, 1210, 1610, 1845.	Weather.
		2738, 4357 kHz, J3E, Ch. 10, G3E.	0135, 1435.	Weather in Spanish.
		Ch. 10, G3E.	0215, 1415.	Weather in Spanish.
		4226.2, 8675.2, 17144.6 kHz, F3C.	1115, 1915, 2315.	Weather FAX; 120/576.
		518 kHz, F1B.	0410, 1210, 2010.	NAVTEX (B).
		518 kHz, F1B.	0010, 0810, 1610.	NAVTEX (I) in Spanish.
		*	*	* 25/01

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(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
UNITED STATES - HAWAII				
LONG-RANGE WARNINGS:				
NAVAREA XII:				
Original reports to NAVAREA XII Coordinator, National Imagery and Mapping Agency, Attn: GIH (Mail stop D-44).				
HYDROPAC:				
Original reports to National Imagery and Mapping Agency.				
LOCAL WARNINGS:				
Local Notice to Mariners:				
Original reports to nearest Coast Guard Station for relay to District Commander (oan).				
3703 3-4980/2	Honolulu, HI (NMO) (NMO-2) U.S. Coast Guard.	8416.5, 12579, 22376 kHz, F1B.	0130, 2030.	Maritime Safety Information (MSI) (HF NBDP) (NAVAREA XII, HYDROPAC and weather).
		8416.5, 12579 kHz, F1B.	0730, 1330.	Maritime Safety Information (MSI) (HF NBDP) (NAVAREA XII, HYDROPAC and weather).
		6501, 8764 kHz, J3E.	0600, 1200.	Maritime Safety Information (MSI).
		8764, 13089 kHz, J3E.	0005, 1800.	Maritime Safety Information (MSI).
		2670 kHz, J3E.	0545, 1145, 1745, 2345.	Local Notice to Mariners.
		Ch. 22A, F3E.	0500, 0900, 1700, 2100.	Local Notice to Mariners and weather.
		518 kHz, F1B.	0040, 0440, 0840, 1240, 1640, 2040.	NAVTEX (O).
			*	*
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(1) No.	(2) Name	(3) Address	(4) Name of Coast Station	(5) Remarks
5570	Netherlands	Radio Medical Advice (RMA).	Netherlands Coastguard Radio (PBK).	<p>Message must be in Dutch or English.</p> <p>Radiotelephone (VHF)-Sea Area A1: (a) Call Netherlands Coastguard Radio (PBK) on VHF DSC Ch. 70 MMSI 002442000 or Ch. 16. (b) State vessel's name, callsign and position, and ask for Medical Advice. (c) The vessel will be assigned a VHF working channel (Ch. 23 or 83) and connected to the duty RMA doctor. (d) Use the Radio Medical Advice questionnaire to give the doctor clear information.</p> <p>Radiotelephone (MF)-Sea Area A2: (a) Call Netherlands Coastguard Radio (PBK) on MF DSC 2187.5 kHz MMSI 002442000 requesting a transfer to 2182 kHz. (b) After establishing contact on 2182 kHz state vessel's name, callsign and position, and ask for Medical Advice. (c) The vessel will be assigned a working frequency and connected to the duty RMA doctor. (d) Use the Radio Medical Advice questionnaire to give the doctor clear information.</p> <p>Inmarsat-A/-B/-M Telephone (via Burum-Station 12): (a) Contact Station 12 by entering code 12. (b) For priority use code 32-Medical Advice or code 38-Medical Evacuation. (c) State vessel's name, Inmarsat number and position. (d) Vessel will be connected to the duty RMA doctor. (e) Use the Radio Medical Advice questionnaire to give the doctor clear information.</p> <p>Inmarsat-A/-B/-C Telex* (via Burum-Station 12): (a) Contact Station 12 by entering code 12. (b) For priority use code 32-Medical Advice or code 38-Medical Evaluation.</p>

*NOTE: For Inmarsat -A/-B Telex, the vessel will be automatically relayed to the RMA computer and will receive the host (MEDIC SERVICE NL). Vessel's host will be called in. Send the message and end with: NNNN. Disconnect but do not switch off the Inmarsat terminal as the RMA computer will automatically send a reply from the doctor.

For Inmarsat-C Telex, the vessel will be automatically relayed to the store and forward system of Station 12. Send the message and end with: NNNN. Disconnect but do not switch off the Inmarsat terminal as the RMA computer will automatically send a reply from the doctor.

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