



**PUB 192 (Continued)**

2. Steenbank Pilot (51°45'N., 3°12'E.), a Netherlands pilot vessel, is stationed about 1 mile W of Schouwenbank Lighted Buoy (51°45'N., 3°14'E.). Pilots board inbound vessels in the vicinity of this buoy. All inbound vessels should contact the Steenbank Traffic Center on VHF channel 64 at least 30 minutes before ETA at the pilot boarding position. This station also provides pilots for the Oosterschelde.

The pilot vessels have aboard Belgian and Netherland pilots who cooperate closely. Generally, Belgian pilots will take vessels through Wielingen to Belgian ports on the Schelde or to any of the Belgian coastal ports. Netherlands pilots will take vessels through Wielingen to Netherlands ports on the Westerschelde. Vessels bound for Antwerp exchange sea pilots for river pilots off Vlissingen.

All vessels should send a request for pilotage and an ETA to the appropriate pilot station through Oostende (OST) or Scheveningen (PCH) at least 6 hours in advance. If the original ETA is delayed by more than 2 hours, a revised message must be sent. Messages may be sent by telex to Pilot VTS Wandelaar though Zeebrugge Traffic Center and to Pilot VTS Steenbank also addressed to Loodswezen Vlissingen (Flushing).

Towed vessels over 100m in length, or over 30m wide, or over 8m draft must send an ETA and request for pilotage, in writing, at least 24 hours in advance with tow details.

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.

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.

All 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.

For vessels (inbound and outbound) using the Wandelaar Pilot station, the helicopter service area is bounded by a circle of 4 miles radius centered on a position situated 3.5 miles NNW of the A1 Lighted Buoy (51°22.4'N., 2°53.4'E.).

Inbound vessels using this helicopter service are requested, in order to be identified on radar, to report on VHF channel 65 to Wandelaar Traffic Center, as follows:

- a. 2 hours prior to arrival at the KB Lighted Buoy (51°21.1'N., 2°42.9'E.).
- b. Eastbound vessels—when passing the East Dyck Lighted Buoy (51°21.4'N., 2°31.2'E.).
- c. Southbound vessels—when passing the SW Thornton Lighted Buoy (51°31.0'N., 2°51.0'E.) and the Westpit Lighted Buoy (51°33.7'N., 3°10.0'E.).

For vessels (inbound and outbound) using the Steenbank Pilot station, the helicopter service area is bounded by a circle of 4 miles radius centered on a position situated 2 miles NW of Schouwenbank Lighted Buoy (51°45'N., 3°14'E.).

A remote radar-controlled shore-based pilotage service (SBP) is available from the Wandelaar and Steenbank pilot boarding positions for vessels bound to and from Belgium and Netherlands ports, as follows:

1. Wandelaar approaches (Scheur/Willinger Fairway)—Vessels not exceeding the following maximum dimensions may obtain shore-based pilotage:
  - a. Vessels carrying dangerous cargo—less than 125m in length with a draft of less than 6m.
  - b. Vessels not carrying dangerous cargo, bound for Zeebrugge—less than 169m in length with a draft of less than 8m.
  - c. Vessels not carrying dangerous cargo, bound for other Belgian and Dutch ports—less than 200m in length with a draft of less than 10m.

Vessels should contact Traffic Center Wandelaar 30 minutes before entering the VTS-SM area, on VHF channel 65, for advice on the possibility of obtaining shore-based pilotage. Vessels will then be requested to transfer to Radar Control Zeebrugge on VHF channel 4 to receive procedural information.

2. Steenbank approaches (Oostgat Fairway).—Vessels not exceeding the following maximum dimensions may obtain shore-based pilotage:
  - a. Vessels carrying dangerous cargo—less than 85m in length with a draft of less than 4.5m.

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- b. Vessels not carrying dangerous cargo—less than 115m in length with a draft of less than 6.4m.

Vessels should contact Traffic Center Steenbank 30 minutes before entering the VTS-SM area, on VHF channel 64, for advice on the possibility of obtaining shore-based pilotage.

**Regulations—Traffic Control.**—The Vessel Traffic Service Scheldemond (VTS-SM) system operates in the approaches to the estuary of the Westerschelde and within the Schelde.

The system consists of several Traffic Areas (Sectors) and is mandatory for all sea-going inbound and outbound vessels.

The reports must be in Dutch or English languages only. All vessels, including vessels at anchor, must maintain a continuous listening watch on the appropriate VHF channel for their Traffic Area (Sector).

Vessels should send an ETA at least 6 hours in advance of arrival at the appropriate pilot boarding place, with amendments if it differs by more than 2 hours.

Vessels approaching from the N and bound for ports in Belgium should send their ETA message to Pilot/VTS Steenbank through Scheveningen (PCH).

Vessels approaching from the W and bound for ports in Belgium should send their ETA message to Pilot/VTS 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.

Vessels approaching from the N or W and bound for ports in the Netherlands should send their ETA message to Pilotage Vlissingen (Flushing) through Scheveningen (PCH) and state the name of the appropriate pilot boarding station.

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, as follows:

1. 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. Vessels will then receive voyage instructions.
2. When entering the VTS-SM operational area (the outer Traffic Areas). The report must include name, position, destination, and ETA.
3. When entering a new Traffic Area (Sector).
4. When passing the call-in reporting points, which are indicated on the chart (see below).

All inbound vessels must maintain a VHF listening watch on the appropriate channel.

The VTS-SM operational area is divided into the following Traffic Areas (Sectors):

1. Traffic Area Wandelaar.

The limits of this sector are formed by a line joining:

- a. Position 51°18'N, 2°58'E.
- b. Middelkerkebank Lighted Buoy (51°18'N., 2°43'E.).
- c. A-Zuid Lighted Buoy (51°22'N., 2°37'E.).
- d. AN Lighted Buoy (51°24'N., 2°37'E.).
- e. Akkaert NE Lighted Buoy (51°27'N., 2°59'E.).
- f. Scheur 2 Lighted Buoy (51°23'N., 2°58'E.).
- g. A1 bis Lighted Buoy (51°22'N., 2°58'E.).

Vessels should report to the Traffic Center Wandelaar on VHF channel 65. The call-in reporting point is the A1bis/S2 Lighted Buoys (51°22.6'N., 2°58.1'E.).

2. Traffic Area Zeebrugge.

The limits of this area are formed by a line joining:

- a. The coast (51°18'N., 3°05'E.).
- b. Position 51°18'N, 2°58'E.
- c. A1 bis Lighted Buoy (51°22'N., 2°58'E.).
- d. Scheur 2 Lighted Buoy (51°23'N., 2°58'E.).
- e. Akkaert NE Lighted Buoy (51°27'N., 2°59'E.).
- f. Westpit Lighted Buoy (51°34'N., 3°10'E.).
- g. W 4 Lighted Buoy (51°25'N., 3°25'E.).
- h. W 5 Lighted Buoy (51°24'N., 3°25'E.).
- i. The coast (51°23'N., 3°25'E.).

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Vessels should report to the Traffic Center Zeebrugge on VHF channel 69. The call-in reporting points are Akkaert NE Lighted Buoy (51°27'N., 2°59'E.), Westpit Lighted Buoy (51°34'N., 3°10'E.), and when entering Zeebrugge Roads.

## 3. Traffic Area Steenbank.

The limits of this area are formed by a line joining:

- a. The coast (51°30'N., 3°30'E.).
- b. OG 13 Lighted Buoy (51°29'N., 3°30'E.).
- c. W 4 Lighted Buoy (51°25'N., 3°25'E.).
- d. Westpit Lighted Buoy (51°34'N., 3°10'E.).
- e. Position 51°50'N, 3°10'E.
- f. SBO Lighted Buoy (51°50'N., 3°30'E.).
- g. The coast (51°04'N., 3°30'E.).

Vessels should report to the Traffic Center Steenbank on VHF channel 64. The call-in reporting point is the Schouwenbank Lighted Buoy (51°45'N., 3°14'E.).

## 4. Traffic Area Vlissingen.

The limits of this area are formed by:

- a. The E limits of Traffic Areas (Sectors) Steenbank and Zeebrugge.
- b. A line extending between the N and S shores of the river and passing through the E3A Lighted Buoy and No. 8 Lighted Buoy.

Vessels should report to the Traffic Center Vlissingen on VHF channel 14, when within this area and W of the E3A Lighted Buoy (51°24'N., 3°44'E.) or No. 8 Lighted Buoy (51°23'N., 3°44'E.).

## 5. Traffic Area Terneuzen.

The limits of this area are formed by:

- a. The E limit of Traffic Area Vlissingen.
- b. A line extending between the N and S shores of the river and passing through Buoys 32 and 35 (51°23'N., 3°57'E.).

Vessels should report to the Radar Center Terneuzen on VHF channel 3, when within this area and E of the E3A Lighted Buoy (51°24'N., 3°44'E.) or No. 8 Lighted Buoy (51°23'N., 3°44'E.).

Vessels transiting the Terneuzen-Ghent Canal should report to the Havendienst Terneuzen Traffic Center on VHF channel 11, when N of the Zelgate Bridge, and to Havendienst Ghent Traffic Center on VHF channel 11, when S of the bridge.

## 6. Traffic Area Hansweert.

The limits of this area are formed by:

- a. The E limit of Traffic Area Terneuzen.
- b. A line extending between the N and S shores of the river and passing through Buoys 46 and 55 (51°24'N., 4°02'E.).

Vessels should report to Centrale Hansweert Center on VHF channel 65.

## 7. Traffic Area Antwerpen.

The limits of this area are formed by:

- a. The E limit of Traffic Area Hansweert.
- b. A line extending between the N and S shores of the river at Lighted Buoy 116 (51°14'N., 4°22'E.).

Vessels should report to Centrale Zandvliet on VHF channel 12.

LNG vessels proceeding to Zeebrugge (Belgium) must report, as follows:

1. An ETA should be sent to VTS-SM 48 hours, 24 hours, 6 hours, and 1 hour prior to arrival at the boarding position, about 1 mile E of the A-Zuid Lighted Buoy (51°21'N., 2°37'E.). Vessels must also report 24 hours before arrival that they have no suspected defects. Any change to the ETA must be reported immediately.

2. Vessels should report to Traffic Center Vlissingen (Flushing) on VHF channel 14, Traffic Center Wandelaar on VHF channel 65, Traffic Center Zeebrugge on VHF channel 69, and Port Control Zeebrugge on VHF channel 71, as follows:

- a. Immediately after embarking the pilot.
- b. On passing the A1 Lighted Buoy (51°22'N., 2°53'E.).
- c. On passing the SZ Lighted Buoy (51°24'N., 3°07'E.).
- d. On passing the Z Lighted Buoy (51°23'N., 3°10'E.).
- e. On passing Zeebrugge harbor breakwater.

(BA NP 286) 52/02

Page 99—Lines 1 to 58/R; strike out.

(NIMA) 52/02

Page 100—Lines 1 to 60/L; strike out.

(NIMA) 52/02

Page 100—Lines 1 to 32/R; strike out.

(NIMA) 52/02

Page 134—Lines 24 to 28/L; read:

German Bight for information and regulations concerning large vessels and vessels carrying dangerous cargo (paragraph 8.2).

The regulations below apply to all other vessels.

Pilotage for Netherlands ports is compulsory for the following vessels:

1. For general traffic in the fairway between Westerems Lighted Buoy and Borkum—Vessels over 150m in length, 25m beam, or 7m draft.

2. For car ferries in the fairway between Westerems Lighted Buoy and Borkum—Vessels over 120m in length, 20m beam, or 7m draft.

3. In the fairway between Borkum and Eemshaven—Vessels over 90m in length, 13m beam, or 7m draft.

4. In the fairway between Eemshaven and Delfzijl—Vessels over 90m in length, 13m beam, or 6m draft.

(BA NP 286) 52/02

**PUB 193 8 Ed 2000 LAST NM 26/02**

Page 138—Lines 4 to 13/R; read:

**Pilotage.**—Pilots are provided by the DANPILOT station at Skagen for the North Sea, Kattegat, The Sound, Store Baelt, Lille Baelt, and ports in the Baltic Sea.

Vessels should send a request for pilotage and an ETA though a coastal radio station at least 12 hours in advance

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with a confirmation 3 hours before arrival. The message should include destination, draft, and pilotage requirements.

The pilot station (Skawpilot) can be contacted by E-mail at danpilot@pilotage.dk.

Pilots can be contacted by VHF and board in positions located about 3 miles N (Skagen 1) and 4 miles E (Skagen 2) of Skagens Light (57°44'N., 10°37'E.).

(BA NP 18) 52/02

Page 144—Lines 25 to 26/L; read:

**Directions.—Route T.**—From a position located about 5 miles NE of Skagens Light (57°44'N., 10°37'E.), Route T, the

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Page 144—Lines 41 to 42/L; read:

**Route B.**—From a position located about 5 miles NE of Skagens Light (57°44'N., 10°37'E.), Route B leads S for 32 miles, passing W of Laeso, and SSE for

(BA NP 18) 52/02

**PUB 195            7 Ed 2002            LAST NM 51/02**

Page 5—Lines 43 to 44/R; read:  
standing at the N end of the island.

(Rus NM 12/02) 52/02

Page 86—Lines 33 to 46/L; read:

is authorized for drafts up to 10m. It leads ESE and passes about 1.2 miles WSW of Rauman Majakka Light (61°09'N., 21°10'E.) and NE of Reilander. At a position located about 1.7 miles NW of Rihtniemi Light (61°05'N., 21°18'E.), the route enters a buoyed channel and then leads about 1.5 miles ESE, 3 miles ENE, and 0.7 mile NE to the harbor basins.

The N route, which is known as the Valkeakari Channel, is authorized for drafts up to 7.5m. From a position located about 2.7 miles NE of Rauman Majakka Light (61°09'N., 21°10'E.), this route leads about 3.8 miles ESE and passes 1.5 miles NNE of Kylmapihlaja Light (61°09'N., 21°18'E.). It then leads 0.5 mile SSE through a narrow, buoyed fairway and passes close E of the island of Valkeakari. The route continues SE for about 1.8 miles to the harbor basins.

(BA NP 20) 52/02

**COAST PILOT CORRECTIONS****COAST PILOT 7            33 Ed 2001            Change No. 33  
LAST NM 51/02**

Page 139—Paragraph 3397, line 3 to Paragraph 3398; read:  
geographical positions:

Latitude	Longitude
33°35.50'N.	118°14.00'W.
33°18.70'N.	118°06.75'W.

**§167.1300 through §167.1332**

[The International Maritime Organization's Maritime Safety Committee approved changes to the existing traffic separation schemes (TSS) in the Strait of Juna De Fuca and Its Approaches, Puget Sound and Its Approaches, and added TSSs and other routing measures in Haro Strait, Boundary Pass, and in the Strait of Georgia. These changes take effect 1 December, 2002. The revised limits are depicted on the most recently published NOAA nautical charts. The final regulations governing the use of the aforementioned TSS have not been approved as of this writing. When these regulations are published in the Federal Register, they will be added to this Coast Pilot through an amendment published in NIMA's Notice to Mariners, the 13<sup>th</sup> Coast Guard District's Local Notice to Mariners, and on Coast Pilot's critical correction website at <http://critcorr.ncd.noaa.gov>.]

(From International Maritime Organization COLREGS.2/ Cir.51.para 1.5 (May 31, 2002))

**Part 168-Escort Requirements for Tankers Escort Requirements for Certain Tankers****§168.01 Purpose.**

(NOS/02; FR 8/27/02)

52/02