

SAILING DIRECTIONS CORRECTIONS

PUB 194 **8 Ed 2000** **LAST NM 14/02**

Page 3—Lines 18 to 24/L; strike out.

(NIMA)

18/02

Page 3—Line 41/L; read:

the Swedish and Danish coasts.

The Oresund Link (55°38'N., 12°39'E.), a tunnel-bridge project, connects the Danish island of Sjaelland with Sweden (see paragraph 1.14 for details).

A description of the S

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Page 3—Line 43/R; read:

prevalent.

Depths—Limitations.—Vessels with drafts up to 12.5m may proceed to Malmo, in the N part of The Sound.

Vessels transiting the S part of The Sound and proceeding into the Baltic may pass through either Drogden or Flint-rannan Channels. Drogden Channel has a dredged depth of 8m and may be used by vessels with drafts up to 7.7m. Flint-rannan Channel is swept to depth of 8.4m and may be used by vessels with drafts up to 7m. The bridge spanning Flint-rannan Channel has a vertical clearance of 55m.

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Page 4—Lines 22-24/L; read:

Pilotage in The Sound is carried out by both Danish and Swedish pilots. Danish pilots do not pilot vessels E of Ven (55°54'N., 12°42'E.) and Swedish pilots do not pilot vessels through Drogden Channel. However, pilots are generally allowed to take vessels to the roadsteads lying off each other's ports.

The main Danish pilot station for The Sound (call SOUNDPILOT) is located at Kobenhavn. Generally, pilots board northbound vessels about 1.2 miles S of Drogen Light (55°32'N., 12°43'E.) and southbound vessels in the vicinity of the M1 lighted buoy (56°07'N., 12°31'E.).

The main Swedish pilot stations for The Sound are located at Malmo and Helsingborg. All ordering of pilots must be made through Malmo VTS. Generally, pilots board northbound vessels about 1 mile NNE of the M41 lighted buoy (55°25'N., 12°40'E.) and southbound vessels in the vicinity of the M1 lighted buoy (56°07'N., 12°31'E.) or the M3 lighted buoy, 4 miles SE. Pilots board deep-draft tankers about 8 miles S of Smygehamn (55°22'N., 13°21'E.).

For further regulations concerning pilotage in Danish and Swedish waters, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Regulations.—With reference to the IMO recommendations stated below, the Danish Maritime Authority recommends that vessels having drafts of 13m or more

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Page 4—Lines 9 to 38/R; read:

The IMO recommends that oil tankers with a draft of 7m

or more, all loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of Class 7 radioactive materials should use the pilotage service established by the governments of Denmark and Sweden when navigating in a designated part of The Sound described below.

The designated area lies SE of a line extending from Svinbaden Light (56°09'N., 12°33'E.) to Hornbaek, 4 miles SW, and N of a line extending from Skanor (55°25'N., 12°50'E.) to Aflandshage, the southernmost point of Amager Island lying 12 miles NW.

Because charted depths may be up to 2m less due to unknown obstructions or meteorological effects and in view of the fact that 17m is the maximum depth, the Maritime Safety Commission of the IMO recommends that ships exceeding 40,000 dwt, when passing through the entrances to the Baltic Sea, should comply with the following:

1. Not pass any area with a draft deeper than that with which it is safe to navigate taking into consideration those factors stated above.

2. Participate in the ship reporting system (SHIPPOS) operated by the Danish government.

3. Exhibit the appropriate signal in certain areas of the Store Baelt (Hatter Rev, Vengeancegrund, and in the narrow route E of Langeland), when constrained by draft.

The Maritime Safety Commission of the IMO recommends that vessels having a draft of 13m or more, in addition to the above, should also comply with the following:

1. Use the services of a licensed pilot for the area.

2. Be fitted with a VHF radio with appropriate frequencies.

3. Be fitted with suitable electronic position fixing equipment, which provides sufficient accuracy for navigating within the area.

4. Be aware that temporary anchoring may be necessary due to weather and sea conditions in relation to the size and draft of the ship and the sea level.

All vessels, irrespective of size or draft, carrying a shipment of class 7 radioactive materials should:

1. Use the services of a licensed pilot for the area.

2. Be fitted with a VHF radio with appropriate frequencies.

3. Participate in the ship reporting system (SHIPPOS) operated by the Danish government.

For further details concerning IMO resolutions, pilotage in Danish waters, and the SHIPPOS Reporting System, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Directions.—For details of designated routes in the Kattegat, see Pub. 193, Sailing Directions (Enroute) Skagerrak and Kattegat (Sector 7). Route B, which may best be seen on the chart, leads SE into The Sound.

An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, lies in the N part of The Sound between Helsingborg, Sweden and Helsingor, Denmark. Its separation zones are marked by lighted buoys.

M4 lighted buoy (56°03'N., 12°39'E.), equipped with a racon, is moored near the central part of the TSS.

The central part of The Sound is divided into two passages by the island of Ven (56°55'N., 12°42'E.). The E

passage is deeper and is used by deep-draft vessels proceeding to Kobenhavn. The W passage is shorter and is used by most vessels proceeding to and from the Baltic Sea.

The S part of The Sound is divided into two channels by Saltholm (55°38'N., 12°45'E.). Drogden leads S on the W side and is the deepest channel leading through the Sound. The deep-water route for Malmo leads SSE on the E side and then Flintrannan Channel continues SW. Both channels re-join in the vicinity of Drogden Light (55°32'N., 12°43'E.).

An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, lies in the S part of The Sound. Its circular separation zone is centered on Falsterborev Light (55°18'N., 12°40'E.).

Caution.—Several areas, within which submarine cables lie, are situated in The Sound and may best be seen on the chart. Many of these areas are marked by lighted beacons on the adjacent shores.

High speed ferries may be encountered within The Sound. Ferry traffic is especially heavy during the summer.

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