



SØKORTRETTELSESR 47

CHART CORRECTIONS

Rettelse nr. / Correction No 315-317

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Kort / Chart	Rettelse nr. / Correction No	Kort / Chart	Rettelse nr. / Correction No
93 (INT 1044)	315	133 (INT 1333)	316
132 (INT 1332)	316	G	317

Rettelse nr. / Correction No.

Kort / Chart

315	Hvide Sande NW		Pos. WGS-84
93(INT1044)	Vrag. Ret dybden til		56°05,21'N 7°58,86'E
	<i>Wreck. Amend the depth to</i>	11,2	(47/1195 1999)
316	Saltholm E		Pos. WGS-84
133(INT1333),	Tilføj dybde		55°39,92'N 12°52,39'E
132(INT1332)	<i>Insert depth</i>	7,6	(Svensk kort 8141)
317	Mariners' Routeing Guide,		
G	Kattegat to the Baltic		

Ret som følger:
*Amend as follows:***1.****1.2 Appraisal, Ferry Crossings**

Delete "in Storebælt (Great Belt) and"

6.

Delete 6.1,c

8.

Replace diagram by diagram on page 3.

11.

Replace by:

11.1 ORDER CONCERNING NAVIGATION THROUGH THE WEST AND THE EAST BRIDGE IN STOREBÆLT (GREAT BELT)

Between the islands of Fyn and Sjælland a fixed traffic link has been established. The traffic link consists of a low level bridge across Vesterrenden (Western Channel) and a suspension bridge across Østerrenden (Eastern Channel). The Danish Government has issued an Order concerning the West Bridge and the East Bridge.

Extracts from the Order follows. For further details see the Order published in the Danish Notices to Mariners No.1.

11.1.1 Rules of navigation. Navigation through the West Bridge is only allowed for ships of less than 1000 DWT. Ships of 50 GT and upwards shall use the marked navigation spans. The eastern navigation span between piers 34 and 35 may only be used by northbound ships and the western navigation span between piers 37 and 38 only southbound ships.

The two navigation spans which are separated by two unmarked spans have a width of 104 metres. Over a width of 70 metres around the centre of the navigation spans the free vertical clearance is **18 metres** at mean sea level. Outside this profile the vertical clearance decreases to 16 metres at the piers.

Ships of 1000 DWT and upwards shall use appropriate routes in the traffic separation scheme in Østerrenden (Eastern Channel). Vertical clearance in the traffic lanes is **65 metres**.

Anchoring and fishing in the buoyed navigation lanes is prohibited. Navigation at right angles to the general direction of traffic flow off the navigation span is prohibited within a distance of 500 metres of the bridge.

11.1.2 All ships crossing the buoyed navigation lanes and channels shall attempt to navigate so that risk of collision with ships, using the navigation lanes and channels does not arise. If, however, risk of collision does arise, the Steering and Sailing Rules of COLREG must be applied.

13.

Delete 13.1 - 13.2

(KMS, november 1999)

Station	Remote site	Mode	Frequency	Navigational Warnings	Weather Messages	Storm Warnings	Ice Reports
Lyngby (Danish/ English)	Skamlebæk Blåvand Skagen Balka	RT (MF)	1704 kHz	0133 0533	On request	On receipt note 2	1305
		RT (MF)	1734 kHz	0933 1333			
		RT (MF)	1758 kHz	1733 2133			
		RT (MF)	2586 kHz	note 1			
		VHF: Channels and coverage - see ALRS Vol. 3					
Stockholm (Swedish/ English)	Göteborg (Vallda)	RT (MF) VHF: Channels and coverage - see ALRS Vol. 3	1710 kHz	0333 0733 1133 1533 1933 2333 note 3	0733 1933 note 4	0333 0733 1133 1533 1933 2333 note 5	1133 note 4
	Grimeton [D]	NAVTEX	518 kHz	0030 0430 0830 1230 1630 2030 note 6	0830 2030	0030 0430 0830 1230 1630 2030 note 6	1230
	Gislövs- hammer [J]	NAVTEX	518 kHz	0130 0530 0930 1330 1730 2130 note 6	0930 2130	0130 0530 0930 1330 1730 2130 note 6	1330

note 1 Broadcast at the end of the first silence period after receipt.

note 2 Broadcast at the end of the next silence period, at least 30 min. later.

note 3 Broadcast on receipt and at the end of the next silence period and on request.

note 4 Broadcast on request.

note 5 Broadcast on receipt and at the end of the next silence period.

note 6 Broadcast on receipt.

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