



Vlaanderen
is maritiem



Notices to Mariners

No. 2024-04
15 FEBRUARY 2024
NOTICES: 092 - 099

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This is a free translation of the official "Berichten aan Zeevarenden, nr. 2024-04"
In case of dispute the Dutch text is the only valid copy.

General guidelines concerning the use of the Belgian NtM are described in the annual edition no. 01 of the Belgian Notices to Mariners.

Positions:

are given in the reference system World Geodetic System 84 (WGS84). Incorrect interpretation of the reference system can lead to errors in the position of several hundred of metres.

Depths (in metres):

are reduced to Lowest Astronomical Tide (LAT) for tidal areas and to local dock datum for non-tidal areas.

Heights (in metres):

drying heights are above LAT. Vertical clearance is above Mean High Water Spring (MHWS). Other heights are above Mean Sea Level (MSL). Heights for non-tidal areas are above local dock datum.

Directions, bearings, leading lines and light sectors (in degrees):

are true reckoned from seawards.

GENERAL NOTICES

2024-04/092 - NTM 1: NOTICE 2024-01/025

On 15 February 2024, the Joint Notification 01-2024 comes into force.
The Joint Notification 05-2020 will be cancelled at this moment.

NtM 2024-01/25 will be cancelled on 15 February 2024.

This note will be replaced by: see attachment.

Source: GNA Bass 013-2024, GB 01-2024

2024-04/093 - NEW PUBLICATION

On 15 February 2024 a new version of Lichtenlijst will be published.

Lichtenlijst Nr. 2024-02
Lichten & mistseinen van België en aangrenzend gebied

This cancels the previous version.

Download the new version at:

<https://www.agentschapmdk.be/nl/publicaties#lichtenlijst-belgie>

Source: Vlaamse Hydrografie

FRANCE

2024-04/094 COASTAL ROUTE - ZUYDCOOTE PAS - BATHYMETRY - DREDGED AREA

Charts: 102 (INT 1480), D11, 107/1

Insert:

- Sounding 2 in position 51°05,55'N 002°29,22'E, enclosed by 2 m depth contour, extend 5 m depth contour to the southeast
- Sounding 2,6 in position 51°06,07'N 002°30,02'E, extend 5 m depth contour to the southeast
- Dredged area with minimum depth 3,5 m (INT1 I21) bounded by following positions:
 - 51°06,85'N 002°30,44'E
 - 51°06,85'N 002°30,89'E
 - 51°06,40'N 002°30,80'E
 - 51°06,26'N 002°30,59'E
 - 51°06,26'N 002°30,40'E

Source: SHOM AAN 24 04 34

2024-04/095 COASTAL ROUTE - IN RATEL - BUOY

Charts: 102 (INT 1480), D11

Change:

- Buoy POG, yellow pillar, St Andrew's cross as topmark, Fl(4)Y.15s in position 51°06,43'N 002°15,41'E into buoy, yellow ODAS spherical, St Andrew's cross as topmark, Fl(5)Y.20s

Source: SHOM AAN 23 50 34

BELGIUM**2024-04/096 PORT OF BLANKENBERGE - LIGHT**

Charts: 101 (INT 1474), D11, 107/4, 107/ABCD

Move:

- Light from position 51°18,90'N 003°06,43'E to position 51°18,88'N 003°06,47'E

Source: TV Deme-ArtesDepret

THE NETHERLANDS

2024-04/097 WESTERSCHELDE - VLISSINGEN-BORSSELE - BATHYMETRY

Charts: 104/09, 104/10

Insert accompanying block.
Pay attention to the scale when printing, see printer settings.

Source: NLHO BaZ 2023-51/392

2024-04/098 WESTERSCHELDE - TERNEUZEN-HANSWEERT - BATHYMETRY

Charts: 104/09

Insert accompanying block.
Pay attention to the scale when printing, see printer settings.

Source: NLHO BaZ 2023-51/392

2024-04/099 WESTERSCHELDE - HANSWEERT - BUOYS

NtM 2024-03/089(T) is cancelled.

Charts: 104/09

Source: GNA Bass 01-2024

MARITIME SAFETY INFORMATION (MSI)
in force

LB > 22/013 DE PANNE-OOSTENDE

DANGEROUS OBSTACLE ON THE SEABED BUOY STONE AND CHAIN LOST IN POS 51-10.28 N 002-44.92 E

MSI > 22/209 WIELINGEN

MOW 3 MEASURING POLE, 51-23.38 N 003-11.92 E RACON: INACTIVE

MSI > 22/252 TSS-WESTHINDER

UNDERWATER OBSTACLE IN POS 51-25.086 N 002-35.246 E SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE ANCHORING AND FISHING ARE PROHIBITED

LB > 23/023 APPROACH OOSTENDE

OOSTENDE HIGH LEADINGLIGHT 143°, 51-13.63 N 002-56.10 E LIGHT UNRELIABLE

MSI > 23/108 TSS-WESTHINDER

HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-23.14 N 002-28.52 E SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

MSI > 23/189 SEAAREA (COAST)

ZINKERLEIDING RAVERSIJDE UITGELEGD TUSSEN STRAND EN 51-13.294 N 002-51.385 E GEMARKEERD MET NOORDKARDINALE BOEI 'JDN' ZINKERLEIDING LOMBARDSIJDE UITGELEGD TUSSEN STRAND EN POS 51-10.17 N 002-45.01 E GEMARKEERD MET NOORDKARDINALE BOEI 'DC1'

MSI > 23/212 BE EEZ

HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POSITION SWLB068 IN POS 51-28.14 N 002-25.77 E SWLB069 IN POS 51-35.43 N 002-32.15 E SWMINI073 IN POS 51-31.47 N 002-29.72 E SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE OF 1 CABLE

MSI > 23/309 BE EEZ

ANCHOR LOST IN POS 51-21.383 N 003-07.011 E

MSI > 23/367 TSS-WESTHINDER

DANGEROUS OBSTACLES ON THE SEABED IN THE FOLLOWING AREA: 51 - 27 - 79 N 002 - 28 - 06 E 51 - 27 - 15 N 002 - 29 - 65 E 51 - 30 - 09 N 002 - 33 - 13 E 51 - 31 - 63 N 002 - 31 - 01 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

MSI > 23/431 TSS-WESTHINDER

LIGHTBUOY A-S, 51-21.15 N 002-36.92 E LIGHT UNLIT

MSI > 24/010 VLAKTE VAN DE RAAN

LIGHTBUOY WK14, 51-22.11 N 003-15.72 E TEMPORARILY REMOVED

MSI > 24/041 TSS-OFF NOORDHINDER

LIGHTBUOY OHR1, 51-38.02 N 002-47.15 E LIGHT UNLIT

MSI > 24/061 APPROACH OOSTENDE

LIGHTBUOY OOSTENDEBK-E, 51-17.35 N 002-51.92 E DRIFTING SHIPPING IS REQUESTED TO REPORT SIGHTING TO OSTEND COASTGUARD

MSI > 24/080 WIELINGEN

LIGHTBUOY NIPPON, 51-22.58 N 003-05.36 E TEMPORARILY REMOVED

MSI > 24/090 WESTPIT

LIGHTBUOY WP2, 51-30.51 N 003-02.68 E TEMPORARILY REMOVED

MSI > 24/097 TSS-WESTHINDER

LIGHTBUOY MBN, 51-20.82 N 002-46.29 E TEMPORARILY REMOVED

2024-01/025 WESTERN SCHELDT: BOUNDARIES OF PARALLEL ROUTES (FIETSPADEN) ALONG THE MAIN FAIRWAYS

Article 1. General

- a. Parallel Fairways (fietspaden) along the main fairways are supplementary and primarily intended for inland and recreational navigation and belong to and are part of Art. 2 (main fairways) of the Joint Notification "Fairways - Main Fairways - Secondary Fairways in the control area of the Common Nautical Authority".
- b. The name of the buoys of the parallel fairways on the starboard side starts with the letter "F" (for 'Fietspaden'). It is followed by the number of the closest lateral marker of the main fairway that forms the boundary with the parallel fairway on the port side. The buoys of the parallel fairways are so-called 'special marking' in accordance with IALA recommendations.
- c. The designation of the main and secondary fairways is described in the Joint Notification "Fairways – Main Fairways – Secondary Fairways in the control zone of the Common Nautical Authority", dealing with this subject and does not influence the priority situation.
- d. Where feasible and safe, shipping in the parallel fairways should be aligned with shipping in the lateral marked main fairway.
- e. If good seamanship requires it, deviation from point d. is permitted to avoid unsafe situations.

Article 2. Parallel fairways along the main fairways (fietspaden)

1. Along the main fairway, the following parallel fairways (fietspaden) are located at various places:
 - a. **Between Braakmanhaven and the Hoek van Ossenisse**
 - b. **Between the Hoek van Ossenisse and the Nauw van Bath:**
 1. Overloop van Hansweert
 2. Zuidergat
 3. Bocht van Walsoorden
 4. Konijnenschor to Marlemon
 - c. **Between the Nauw van Bath and the Pas van Rilland.**
2. The GNA may adopt amendments or additions to the parallel fairways referred to in paragraph 1. Such amendments or additions are announced through the regular Messages to the Scheldt Shipping (Bass).

Explanation

Consultations with the Dutch pilotage service, the Flemish pilotage service, and representatives of inland navigation organisations revealed the need for absolute clarity regarding the boundaries of the parallel fairways (fietspaden) along the main fairways.

After the said consultations, it was decided to communicate these boundaries in a GB.

This is vital for the correct interpretation of the rules regarding the right of way rules expressed in Article 9 of the Shipping Regulations Western Scheldt 1990.

The hydrographic chart proved open to multiple interpretations on a number of complicated nautical points.

Nevertheless, waterway users are reminded once again that the principle of good seamanship as expressed in Article 3 of the Shipping Regulations Western Scheldt 1990, is and remains of great importance.

The Western Scheldt is a river navigated by a wide variety of waterway users.

The increased size of shipping has made it necessary to pay extra attention to the possibilities and impossibilities for the various types of waterway users.

Where possible, alternative routes are offered to inland waterway shipping and smaller shipping.

This includes not only the safe development of secondary fairways but also the development of parallel fairways (fietspaden) to the main fairways.

Although the names might suggest otherwise, the main or secondary fairways status does not affect the right of way situation.

Parallel fairways (fietspaden) are supplementary routes, marked with special significance markings in accordance with IALA-A recommendations, which are adjacent to and parallel to the lateral marked main fairway and belong to Art. 2 of the GB "Fairways – Main Fairways – Secondary Fairways in the control zone of the GNA". Therefore, Article 6(2) of the Shipping Regulations Western Scheldt 1990 applies in full.

The main fairway as designated in Art. 2 of the GB "Fairways – Main Fairways – Secondary Fairways in the control zone of the GNA" form one continuous, contiguous fairway. From the Flushing Roads area onwards, there is therefore a continuous numbering of the buoyage without further name indication.

The fairway markings of the parallel fairways (fietspaden) are set out with a target depth of at least 2 m compared to LAT. However, dredging is not carried out in order to maintain the depth of these parallel fairways. Therefore, if

the depth is insufficient, the fairway markings will invariably be adjusted. These amendments are announced through the Messages to the Scheldt Shipping (Bass).

In view of Article 9, paragraph 1 of the Shipping Regulations Western Scheldt 1990, vessels navigating these parallel fairways will be required to navigate adjacent to shipping in the laterally marked main fairway that follows its starboard side.

Of course, exceptions to this are possible after making nautical agreements in the interest of safety in situations in which good seamanship (Article 3 of the Shipping Regulations Western Scheldt 1990) requires this.

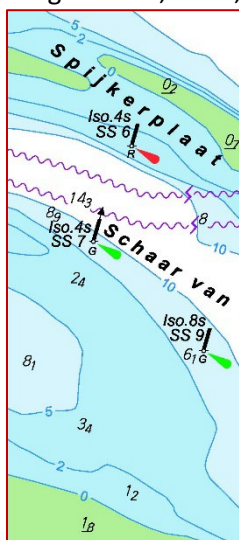
This GB was issued separately from the GB "Fairways – Main Fairways – Secondary Fairways in the control zone of the GNA", for two reasons.

On the one hand, to avoid confusion when interpreting the rules regarding the right of way and, on the other, because the Western Scheldt is a dynamic river in which the course of the fairways may change slightly over time.

Source: GNA Bass 013-2024, GB 01-2024

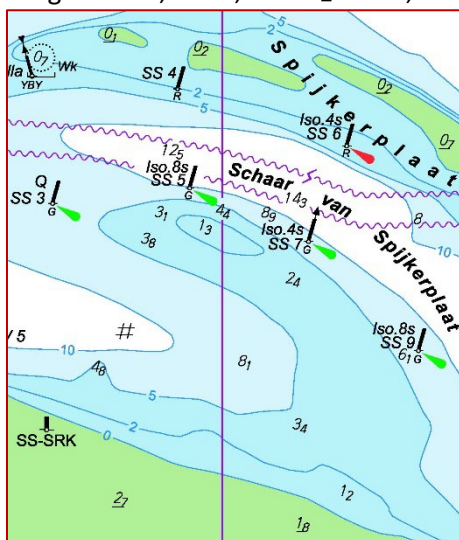
Attachment to NtM 2024-04/097 for chart 104/09

Image size 30,8 x 70,6 mm. $\left[51^{\circ}24,00'N \ 003^{\circ}39,47'E \right] 51^{\circ}25,90'N \ 003^{\circ}40,79'E$



Attachment to NtM 2024-04/097 for chart 104/10

Image size 60,1 x 70,6 mm. $\left[51^{\circ}24,00'N \ 003^{\circ}38,25'E \right] 51^{\circ}25,90'N \ 003^{\circ}40,83'E$



Attachment to NtM 2024-04/098 for chart 104/09
Image size 92,7 x 79 mm. [51°21,10'N 003°50,11'E] 51°23,23'N 003°54,10'E

Image size 92,7 x 79 mm. [51°21,10'N 003°50,11'E] 51°23,23'N 003°54,10'E

