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Notices to Mariners

AGENCY
MARITIME and
COASTAL SERVICES

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This is a free translation of the official "Berichten aan Zeevarenden, nr. 08 jaargang 2020"
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. 1 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.

AGENCY
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The Coastal Division is ISO9001
and ISO14001 certified (version
2015).

GENERAL NOTICES

2020-08/148(T) MEASURES COVID-19 CORONAVIRUS IN THE GNB MANAGEMENT AREA - SCHELDT PORTS - BELGIAN COASTAL PORTS

In connection with the outbreak of the COVID-19 Coronavirus, the following measures are issued. These are valid until 1 July 2020. If extension is required, this will again be announced.

Maritime Declaration of Health (MDH):

All incoming ships must submit a Maritime Declaration of Health (MDH), whereby the captain must indicate 24 hours before arriving if there are sick or suspected ill on board. The master must also submit a list of the last ten ports called. Depending on the destination port, the ship is screened for this by a competent health authority appointed by the government.

All departing ships must submit a Maritime Declaration of Health (MDH) if the health situation during the port visit has changed compared to the situation when arriving.

In Belgium, the competent authority is Saniport. In the Netherlands, the competent authority is the GGD.

Measures to be taken by both crew members and visitors:

such as government officials, pilots, shipping agents, dockers, etc. on board all vessels, including shortsea and inland navigation vessels, calling harbours within the Scheldt estuary, including the Belgian Coastal Ports (Zeebrugge, Oostende and Nieuwpoort):

- contacts between crew members and visitors have to be limited to a strict minimum, do not shake hands
- in case contacts cannot be avoided (e.g. pilots on the bridge of a vessel), a social distance of minimum 1.5 meters has to be maintained
- a suitable cleaning solution has to be provided for:
 - pilots in order to enable them to clean 1 VHF and 1 radar for personal use of the pilot during the pilotage job
 - shipping agents, surveyors, ...for cleaning desks, screens, ...and other ship-related equipment they need to use during their stay on board
- both crew members and visitors should apply the general hand and respiratory hygienic measures:
 - frequent hand washing using soap and hot water and/or alcohol-based hand rub
 - avoidance of touching the face including mouth, nose and eyes with unwashed hands
 - cover nose and mouth with a disposable tissue when sneezing, coughing, wiping and blowing the nose
 - if a tissue is not available, cover nose and mouth and cough or sneeze into a flexed elbow
- visitors and crew members must avoid exchange of uncooked food, exchange of other food and drinks must be minimized. Again, at all circumstances, the social distance of 1.5 meters has to be maintained.

Personnel with symptoms of COVID-19 and fever will not be on the job. Checking the temperature of visitors is not necessary and the visitor is allowed to refuse. The visitor will not have to sign any declaration which can lead to any liability issues later on. Moreover, the unnecessary exchange of forms might increase the risk of contamination and must be avoided.

Gloves offer **no** protection against COVID-19 and could create a false perception of safety. Face masks might offer some protection. However, in Belgium and The Netherlands absolute priority is given to medical health services while distributing face masks. Therefore, the use of gloves and masks can not be imposed. Masks and gloves offered to visitors will not be accepted, nor can they be exchanged.

Guidelines for pilot boarding and pilotage:

- Where possible, one hour before the pilot embarkation time, non-essential crew should remain clear of the designated route from the pilot embarkation point (either pilot ladder, accommodation ladder etc.) to the wheelhouse, especially where the route is within enclosed spaces.
- As a general rule we request that all crew that is not involved in the navigation is clear from the workspace. During duration of the voyage the distance between persons should be a minimum of one and a half meter.
- Immediately prior to pilot embarkation, all surfaces and equipment in the wheelhouse, or on the bridge wings, that the pilot may touch must be cleaned with a suitable cleaning solution.
- The wheelhouse, where possible, should remain well ventilated via the opening of external doors or windows.
- Where possible, the route from the embarkation point to the wheelhouse should be via the open deck, as opposed to within enclosed spaces.
- The wheelhouse should be cleared of all crew not essential to the navigation of the vessel.
- Crew entering the bridge should thoroughly clean hands with an alcohol-based hand rub or wash them with soap and water, hand sanitation is key in preventing transmission of the virus!
- On board the pilot will use his own equipment and will not touch the bridge equipment. If he needs to adjust the settings on the bridge equipment he will leave this to the ship's crew. A suitable cleaning solution has to be provided to disinfect the equipment if before mentioned is not practicable.

Guidelines in case a possible infected person is on board:

- Follow-up closely the instructions of the Public Health Organization of Belgium (Saniport) or The Netherlands (GGD).

Source: GNA Bass 049-2020

BELGIUM**2020-08/149 WINDFARMS - NORTHWESTER 2 EXPORT CABLE - AS-BUILT COORDINATES - CHART CORRECTION**

Charts: 101 (INT 1474), D11

Insert a submarine power cable (INT1 L31.1) between the OHVS platform of the Northwester 2 windfarm and the OSY platform in following positions:

51 °34,95'N 002 °52,10'E
51 °35,00'N 002 °51,98'E
51 °34,96'N 002 °51,74'E
51 °35,02'N 002 °51,06'E
51 °35,05'N 002 °50,90'E
51 °35,18'N 002 °50,50'E
51 °35,19'N 002 °50,40'E
51 °35,27'N 002 °50,22'E
51 °35,30'N 002 °50,20'E
51 °35,33'N 002 °50,12'E
51 °35,47'N 002 °49,76'E
51 °35,50'N 002 °49,61'E
51 °35,55'N 002 °49,55'E
51 °36,10'N 002 °48,45'E
51 °36,52'N 002 °47,23'E
51 °36,67'N 002 °47,18'E
51 °37,39'N 002 °46,81'E
51 °37,45'N 002 °46,82'E
51 °37,60'N 002 °46,75'E
51 °37,80'N 002 °46,61'E
51 °38,12'N 002 °46,18'E
51 °38,51'N 002 °45,27'E
51 °38,56'N 002 °45,17'E
51 °38,60'N 002 °45,14'E
51 °38,67'N 002 °45,16'E
51 °38,91'N 002 °45,32'E
51 °39,16'N 002 °45,44'E
51 °39,70'N 002 °45,76'E
51 °40,33'N 002 °46,16'E
51 °40,58'N 002 °46,29'E
51 °40,60'N 002 °46,32'E
51 °40,65'N 002 °46,32'E
51 °40,81'N 002 °46,41'E
51 °40,86'N 002 °46,39'E
51 °40,90'N 002 °46,35'E
51 °41,21'N 002 °45,64'E
51 °41,29'N 002 °45,56'E

Source: Parkwind

2020-08/150 WINDFARMS - THORNTONBANK-WESTPIT - NORTHER - WORKING AREA DELETED AND BUOYAGE REMOVED

NtM 2018-06/085(T) is cancelled.

Charts: 101 (INT 1474), D11

The working area of the Norther windfarm bounded by a line joining the buoys NRT-N; NRT1; NRT-E; NRT2; NRT3; NRT4; NRT-S; NRT5; NRT-W; NRT-N is deleted.

The following buoys are removed:

NRT-N 51°34,65'N 003°01,75'E
 NRT-E 51°32,62'N 003°05,25'E
 NRT-S 51°28,91'N 002°57,89'E
 NRT-W 51°30,69'N 002°55,30'E
 NRT1 51°33,59'N 003°03,56'E
 NRT2 51°31,60'N 003°04,30'E
 NRT3 51°29,92'N 003°00,81'E
 NRT4 51°29,48'N 002°59,49'E
 NRT5 51°29,77'N 002°56,48'E

Source: MRCC MSI 257/20 t/m 263/20, 280/20, 281/20

2020-08/151 WINDFARMS - THORNTONBANK-WESTPIT - NORTHER - SAFETY ZONE - CHART CORRECTION

Charts: 101 (INT 1474), D11

From 20 March 2020, a safety zone is established around the 44 wind turbines in exploitation of the Norther windfarm.

The access to the safety zone is forbidden to all shipping excepted in specific cases as mentioned in the Royal Decree of 11 April 2012, publication 1 June 2012.

Considering the above mentioned Royal Decree, the safety zone is bounded by the following coordinates.

Insert on the charts:

Windfarm with prohibited area (INT1 L5.2 and N2.2) bounded by the following positions:

51°30,69'N 002°55,74'E
 51°30,96'N 002°55,83'E
 51°31,15'N 002°56,48'E
 51°31,87'N 002°58,06'E
 51°32,30'N 002°58,48'E
 51°32,31'N 002°59,05'E
 51°32,39'N 002°59,18'E
 51°32,65'N 002°59,63'E
 51°32,92'N 003°00,02'E
 51°33,17'N 003°00,39'E
 51°33,36'N 003°00,79'E
 51°33,52'N 003°01,27'E
 51°33,62'N 003°01,48'E
 51°33,77'N 003°01,55'E
 51°34,65'N 003°01,29'E
 51°34,83'N 003°01,83'E
 51°33,83'N 003°03,51'E
 51°33,82'N 003°03,53'E
 51°33,05'N 003°04,81'E
 51°33,01'N 003°04,88'E
 51°32,66'N 003°05,56'E
 51°30,57'N 003°02,76'E
 51°30,51'N 003°02,68'E
 51°29,04'N 002°58,32'E

Source: MRCC; Norther

2020-08/152 WINDFARMS - THORNTONBANK-WESTPIT - NORTHER - LIGHTS AND FOG SIGNALS - CORRECTION OF CHARTS AND LIST OF LIGHTS

Charts: 101 (INT 1474), D11

List of Lights

Insert:

Light Fl(3)Y.15s with range 5M and fog signal Horn Mo(U)15s with range 2M on turbines in positions:

NRT B4 51°30,76'N 002°56,33'E (nat. light no. 0055.1)

NRT J4 51°34,29'N 003°02,02'E (nat. light no. 0055.2)

NRT G4 51°32,67'N 003°04,76'E (nat. light no. 0055.3)

NRT D4 51°29,42'N 002°58,41'E (nat. light no. 0055.4)

Light Fl.Y.7,5s with range 2M and fog signal Horn Mo(U)15s with range 2M on turbines in positions:

NRT A2 51°31,57'N 002°58,25'E (nat. light no. 0055.5)

NRT E2 51°30,32'N 003°01,07'E (nat. light no. 0055.6)

Light Fl.Y.7,5s with range 2M on turbines in positions:

NRT K3 51°32,72'N 003°00,42'E (nat. light no. 0055.7)

NRT H4 51°33,39'N 003°03,51'E (nat. light no. 0055.8)

NRT F4 51°31,82'N 003°03,78'E (nat. light no. 0055.9)

NRT E4 51°31,02'N 003°02,70'E (nat. lichtnr. 0055.10)

Source: MRCC; Norther

2020-08/153 SCHEUR - WAVE RECORDER BUOY AKUST11 REPLACED BY AKUST97

Charts: 101 (INT 1474), D11, 107/5

The wave recorder buoy aKust11 is replaced by aKust97 in the same position 51°24,09'N 003°18,16'E.

Source: MRCC MSI LB020/20, LB017

2020-08/154 COASTAL ROUTE - DE PANNE - OOSTENDE - NIEUWPOORTBANK - LIGHTBUOYS REPLACED

Charts: 107/1, 107/2, 102 (INT 1480), D11

Lightbuoy V@S1 is replaced by SYM1 in the same position 51°10,98'N 002°39,63'E.

Lightbuoy V@S2 is replaced by SYM2 in the same position 51°11,12'N 002°39,99'E.

South cardinal buoy V@S-S is replaced south cardinal buoy SYM-S in the same position 51°10,85'N 002°39,73'E.

Source: MRCC MSI 291/20 up to 296/20

2020-08/155 PORT OF OOSTENDE - WAVE RECORDER BUOY AKUST5 REPLACED BY AKUST6 - CHART CORRECTION

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

The wave recorder buoy aKust5 is replaced by aKust6 in the same position 51°14,43'N 002°55,24'E.

Add light Fl(5)Y.20s to aKust6.

Source: MRCC LB019, LB014

2020-08/156 PORT OF ZEEBRUGGE - WAVE RECORDER BUOY AKUST99 REPLACED BY AKUST96**Charts:** 101 (INT 1474), D11, 107/ABCD

The wave recorder buoy aKust99 is replaced by aKust96 in the same position 51°21,34'N 003°11,57'E.

Source: MRCC LB015, LB016

2020-08/157 PORT OF ZEEBRUGGE - NEW LIGHTS INWARD BREAKWATERS - CORRECTION OF CHARTS AND LIST OF LIGHTS**Charts:** 101 (INT 1474), D11, 107/ABCD**List of Lights**

Insert on the inward western breakwater:

Light with character F.G in position 51°21,61'N 003°11,25'E (nat. light no. 0471)

Insert on the inward eastern breakwater:

Light with character F.R in position 51°21,56'N 003°12,28'E (nat. light no. 0473)

Source: MBZ

2020-08/158 PORT OF ZEEBRUGGE - ALBERT II-DOK - CHANGE OF QUAY AND BUOYAGE - CORRECTION OF CHARTS AND LIST OF LIGHTS**Charts:** 101 (INT 1474), D11, 107/ABCD**List of Lights**

Modify:

The dashed line (quay in construction) within a full line (quay finished) between the positions 51°20,88'N 003°10,93'E and 51°20,98'N 003°11,13'E.

Move:

The text "In uitvoering" in position 51°20,86'N 003°10,83'N to position 51°20,81'N 003°10,74'N.

Move:

Lightbuoy ZA3 to position 51°20,85'N 003°11,00'E (nat. no. 0490.1).

Lightbuoy ZA5 to position 51°20,73'N 003°10,76'E (nat. no. 0490.2).

Delete:

Lightbuoy ZA9 in position 51°20,81'N 003°10,90'E (nat. no. 0490.4).

Source: MBZ BS 085; MRCC LB021, LB022, LB023

2020-08/159 PORT OF ANTWERPEN - WAASLANDHAVEN - KALLO AND KIELDRECHTSLUIS - PILOT PROJECT VTS PERMANENT

NtM 2019-26/312(T) is cancelled.

Charts: 104/04, 106 (INT 1478)

In the context of the new structure of Vessel Traffic, a trial period was organized to organize the planning of shipping (inland shipping and sea shipping) from the nautical command of Kieldrechtsluis for both Kallosluis and Kieldrechtsluis. The test period has been completed positively and this new way of working is being introduced permanently.

The complex Kieldrecht- and Kallosluis can be reached via VHF01.

The complex can be reached by phone on +32 3 229 74 71 or +32 3 229 74 70.

VHF 28 from Kallosluis is no longer being listened to.

The working channel for the sea shipping at Kallo and Kieldrechtsluis remains VHF08.

Source: Haven Antwerpen 19/326 annulatie, 20/109

2020-08/160(T) PORT OF ANTWERPEN - ROYERSSLUIS - TEMPORARY OUT OF SERVICE

Charts: 104/03, 106 (INT 1478)

The Royerssluis is blocked for all shipping and is not accessible via VHF22 until further notice.

Source: Haven Antwerpen NPA 20/099

THE NETHERLANDS

2020-08/161(T) WESTERN SCHELDT - VLISSINGEN - BORSSELE - TEMPORARY FISHING AND ANCHORING PROHIBITION EXTENDED UNTIL 1 AUGUST 2020

NtM 2019-22/277(T) is cancelled.

Charts: 101 (INT 1474), 104/09, 104/10, D11

Temporary restrictions have been imposed on fishing in nautically complicated areas of the power cables to be constructed, in order to provide safe and smooth passage.

The temporary fishing and anchoring prohibition is necessary for the safe passage of shipping at nautically crucial points, particularly where shipping must perform manoeuvres such as, for example, changing pilot or passing nautically difficult points.

As meant in article 54 of the Westerschelde Shipping Regulations 1990, therefore a temporary fishing and anchoring prohibition is established.

By fishing is meant fishing according the definition given in the Westerschelde Shipping Regulations 1990 article 2, paragraph 1, part i:

"a vessel fishing with nets, lines, trawl nets or other fishing gear which limit manoeuvrability, but not a ship fishing with troll lines or other gear that does not limit manoeuvrability".

1. From 11 October 2019 up to and including 1 August 2020, a fishing and anchoring prohibition will be established 500 meters on either side of the cable route of the TENNET cable. This in connection with the preservation of the dug channels and the uncovered sections of the TENNET cable.
2. From 11 October 2019 up to and including 1 August 2020 there is a temporary fishing prohibition in the fairways located in the area between the meridian passing over buoy 6 and the meridian passing over buoy 5 with the exception of "Vaarwater langs Hoofdplaat" and "Vaarwater langs Paulinapolder".
3. From 11 October 2019 up to and including 1 August 2020 there is a temporary fishing prohibition in "Rede Vlissingen" as defined in article 43 of the Shipping Regulations Westerschelde 1990 between the meridian passing over buoy 5 and the meridian passing over the former shore light "Nieuwe Sluis".

Source: GNA Bass 043/2020

2020-08/162(T) WESTERN SCHELDT - TERNEUZEN - HANSWEERT - GAT VAN OSSENISSE - FORESHORE DEPOSITS

Charts: 104/09

Works in progress in the following zone near Eendragtspolder:

51°21,34'N	003°54,07'E
51°21,43'N	003°53,92'E
51°21,55'N	003°54,14'E
51°21,81'N	003°54,82'E
51°21,93'N	003°55,18'E
51°21,82'N	003°55,30'E
51°21,74'N	003°55,07'E
51°21,73'N	003°54,94'E
51°21,47'N	003°54,33'E

The works will last until the end of September 2020.

The shipping is requested to pass the works with necessary caution.

Source: GNA Bass 033-2020

**2020-08/163 WESTERN SCHELDT - SCHAAR VAN DE SPIJKERPLAAT - SHOAL - CHART
CORRECTION**

Charts: 104/09

Change sounding 0,3 m in position 51°23,81'N 003°43,33'E in 0,1 m and extend depth contour of 0 m in southeastern direction to position 51°23,79'N 003°43,35'E.

Source: NLHO NIM 2020-13/122

**MARITIME SAFETY INFORMATION (MSI)
in force**

MSI > 19/511 TSS - NOORDHINDER SOUTH

EXPLOSIVE IN POS 51° 35,01 002° 51,72 E. SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY..

MSI > 19/552 SCHEUR

FISHING VESSELYERSEKE 238 DETECTED EXPLOSIVES. IN POS 51°25,321 N 003-17,227 E . 51°-25,338 N 003-17,412 E. SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY..

MSI > 19/583 OOSTDYCK - KWINTE

M/V SCALI DEL TEATRO. ANCHOR AND CHAIN LOST IN POS 51-20.215 N 002-37.255 E.

MSI > 19/664 TSS - WESTHINDER

TRIPODE WITH HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-22.867 N 002-27.162 E UNMARKED. SHIPPING IS REQUESTED NOT TO FISH AND TO PASS AT A SAFE DISTANCE .

MSI > 19/671 TSS - WESTHINDER

WESTHINDER ANCHORAGE. M/V BOMAR VANQUISH. ANCHOR AND CHAIN LOST IN POS 51-26-126N - 002-39-186E

MSI > 19/780 TSS - WESTHINDER

WESTHINDER MEASURING POLE, 51-23.31 N 002-26.26 E. LIGHT UNLIT .

LB > 20/009 PORT OF OOSTENDE

LIGHTBUOY OH10, 51-14.17 N 002-55.47 E. LIGHT UNLIT .

MSI > 20/065 TSS - OFF NOORDHINDER

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

MSI > 20/070 TSS - WESTHINDER

M/V ROVA STONES. ANCHOR LOST IN POS 51-20,3 N 002-35,2 E.

MSI > 20/190 SCHEUR

LIGHTBUOY WBK-N, 51-23.87 N 003-04.29 E. LIGHT UNLIT .

MSI > 20/195 VAARGEUL 1

LIGHTBUOY SVG, 51-24.53 N 002-59.92 E. TEMPORARILY REMOVED .

MSI > 20/207 TSS - WESTHINDER

LIGHTBUOY KBK, 51-21.04 N 002-42.22 E. LIGHT UNLIT .

MSI > 20/236 TSS - WESTHINDER

M/V HANSA RENDSBURG. ANCHOR AND CHAIN LOST IN POS 51° 24.58 N 002° 41.23 E.

MSI > 20/240 VAARGEUL 1

LIGHTBUOY VG3, 51-25.05 N 002-52.92 E. LIGHT UNRELIABLE .

MSI > 20/271 TERRITORIAL SEA

ALL RECREATIONAL ACTIVITIES IN BELGIAN TERRITORIAL WATERS ARE PROHIBITED UNTIL 19 04 2020 2400 LT.

MSI > 20/274 OOSTDYCK - KWINTE

OOSTDYCK ANCHORAGE. M/V DOLA ASIA. ANCHOR LOST IN POS 51-20.3 N 002-33.5 E.

MSI > 20/275 BE EEZ

M/V MANISA STAR. ANCHOR LOST IN POS 51-28.00N 002-33.89E.

MSI > 20/283 BLIGHBANK - THORNTONBANK

LIGHTBUOY VLIZ, 51-34.80 N 002-59.59 E. TEMPORARILY REMOVED .

MSI > 20/285 TSS - OFF NOORDHINDER

LIGHTBUOY MER13, 51-43.19 N 002-46.13 E. TEMPORARILY REMOVED .

MSI > 20/297 COASTAL ROUTE

UNDERWATER PIPELINES ESTABLISHED . BETWEEN THE BEACH AND POS. 51-18,68 N 003-03,74 E COVERED BY N-CARDINAL BUOY "DC1". BETWEEN THE BEACH AND POS. 51-06,68 N 002-35,02 E COVERED BY N-CARDINAL BUOY "RDN". SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH ABOVE THIS PIPELINE AND TO PASS FREE OF IT.