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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. 14 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.

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

GENERAL NOTICES

2020-14/237 NEW PUBLICATION - CHART 107

Charts: 107/1, 107/2, 107/3, 107/4, 107/5, 107/ABCD

New publication of 2020 of the:
Belgian chart 107
Belgische Kust van Bray-Dunes tot Zwin

Chart 107 - edition 2020 is from now available in the Hydrostore for the amount of 25 euro.
For more information about the purchase of this chart, consult
www.vlaamsehydrografie.be > *Publications* > *Webshop*.

Source: Vlaamse Hydrografie

2020-14/238(T) MEASURES COVID-19 CORONAVIRUS IN THE GNB MANAGEMENT AREA - SCHELDT PORTS - BELGIAN COASTAL PORTS

NtM 2020-08/148(T) is cancelled.

In connection with the outbreak of the COVID-19 Coronavirus, the following measures are issued.
These are valid until **1 September 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 stay in the GNB-area or 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. The use of gloves and masks cannot 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 073-2020

BELGIUM**2020-14/239 WIELINGEN - WANDELAAR - WAVE RECORDER BUOY AKUST18 REPLACED BY AKUST14**

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

The wave recorder buoy aKust18 is replaced by aKust14 in the same position 51°23,54'N 003°03,03'E.

Source: Vlaamse Hydrografie

2020-14/240 WIELINGEN - BOL VAN HEIST - WAVE RECORDER BUOY AKUST33 REPLACED BY AKUST30

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

The wave recorder buoy aKust33 is replaced by aKust30 in the same position 51°23,51'N 003°12,03'E.

Source: Vlaamse Hydrografie

2020-14/241 COASTAL ROUTE - OOSTENDE - ZEEBRUGGE - WAVE RECORDER BUOY AKUST29 REPLACED BY AKUST23

Charts: 101 (INT 1474), 102 (INT 1480), D11, 107/3

The wave recorder buoy aKust29 is replaced by aKust23 in the same position 51°17,35'N 002°51,79'E.

Source: Vlaamse Hydrografie

2020-14/242 COASTAL ROUTE - OOSTENDE - ZEEBRUGGE - WAVE RECORDER BUOY AKUST95 REPLACED BY AKUST94

Charts: 101 (INT 1474), 102 (INT 1480), D11, 107/3

The wave recorder buoy aKust95 is replaced by aKust94 in the same position 51°14,81'N 002°55,66'E.

Source: MRCC MSI 390/20, 401/20

2020-14/243 COASTAL ROUTE - ZEEBRUGGE - CADZAND - VICINITY KNOCKE-HEIST - TRAININGS BELGIAN OFFSHORE CHAMPIONSHIP - END

NtM 2020-13/229(T) is cancelled.

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

Source: FOD Mobiliteit; MRCC

2020-14/244 COASTAL ROUTE - ZEEBRUGGE - CADZAND - WAVE RECORDER BUOY AKUST35 REPLACED BY AKUST32

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

The wave recorder buoy aKust35 is replaced by aKust32 in the same position 51°22,31'N 003°21,54'E.

Source: Vlaamse Hydrografie

2020-14/245 PORT OF ZEEBRUGGE - OUTER PORT - NORTHWESTERN CORNER OF THE P. VANDAMMELOCK - TEMPORARY SIGNALISATION AND MOORING PROHIBITION CANCELLED

NtM 2018-17/202(T) and 2018-21/242(T) are cancelled.

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

The wheelfender on the northwestern corner of the P. Vandammelock is finished. As a result, the temporary signalisation is removed and the mooring prohibition is cancelled.

Source: MBZ BS-167

2020-14/246(T) PORT OF ANTWERPEN - KANAALDOK B2 - SELECTIVE MOORING PROHIBITION QUAY 614-700

NtM 2020-11/211(T) is cancelled.

Charts: 104/04, 104/05, 106 (INT 1478)

There are dredging operations and groundwork in Kanaaldok B2 from quay 614 to 700 until Monday 17 August 2020, longer or shorter in duration depending on the progress of the works. The working area is situated up to 100m from the old quay. This zone is indicated by a buoy line. The shipping is requested to pass the works with necessary caution and at a safe distance and avoid waves.

Source: Haven Antwerpen NPA 20/231 2e aanpassing

2020-14/247 PORT OF ANTWERPEN - 6DE HAVENDOK - MOORING PROHIBITION JETTY 306A ENDED

NtM 2020-12/225(T) is cancelled.

Charts: 104/04, 106 (INT 1478)

Source: Haven Antwerpen NPA 20/074 annulatie

THE NETHERLANDS**2020-14/248 WESTERN SCHELDT - EVERINGEN - CHANGE OF BUOYAGE - CHART CORRECTION****Charts:** 104/09**List of Lights**

Move:

Lightbuoy E 12 with light character VQ.R to position 51°21,65'N 003°52,19'E (LL nat.no 0631.1).

Lightbuoy E 12A with light character Iso.R.2s to position 51°21,80'N 003°52,47'E (LL nat.no 0631.5).

Source: GNA bass 070-2020

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

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 > 19/780 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 > 20/070 TSS - WESTHINDER

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

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 > 20/342 OOSTDYCK - KWINTE

OOSTDYCK ANCHORAGE. M/V LISA. ANCHOR LOST IN POS 51-19.41 N 002-37.43 E.

MSI > 20/364 OOSTENDE - ZEEBRUGGE

UNDERWATER PIPELINE WITH FLOATING PIPELINE ESTABLISHED BETWEEN POSITIONS 51-15,11 N 002-57,49 E AND 51-15,40 N 002-57,15 E. COVERED BY NORTH CARDINAL BUOY DC1. SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH ABOVE THIS PIPELINE AND TO PASS FREE OF IT

MSI > 20/421 DE PANNE - OOSTENDE

SPECIAL PURPOSE BUOY O, 51-14.28 N 002-52.09 E. TEMPORARILY REMOVED .

MSI > 20/424 SCHEUR

LIGHTBUOY S9, 51-24.42 N 003-14.98 E. LIGHT UNLIT .

MSI > 20/425 VAARGEUL 1

LIGHTBUOY VG2, 51-25.95 N 002-48.12 E. DRIFTING. SHIPPING IS REQUESTED TO REPORT SIGHTING TO OSTEND COASTGUARD .