

Depths—Limitations.—The main harbor is protected by two breakwaters, 400m and 550m long, which form an entrance facing NNE. An approach channel, 100m wide, leads WSW between the outer dangers from a position about 2.5 miles E of Fornæs Light. The entrance channel leads SW between the breakwater heads. The least depth in the entrance channel and outer part of the harbor is 10m.

The harbor is divided by a detached mole into two parts known as Nordhavn and Sydhavn. Basin Nos. 1 and 2 are situated in Sydhavn and have depths of 4.5m.

Basins Nos. 3, 4, and 5 form the commercial harbor and are situated in Nordhavn. Basin No. 3 has 320m of quayage and provides four berths, with depths of 6.5m alongside. There is also an oil and gas jetty, 140m long, which provides two berths, with depths of 6.5m alongside.

Basin No. 4 has 570m of quayage and provides five berths, with depths of 7 to 7.1m alongside. Basin No. 5 has one berth, 210m long, with a depth of 10m alongside.

The port has facilities for fishing boats, ro-ro ferries, offshore exploration support, tanker, general cargo, bulk, and container vessels. Tankers up to 110m in length and 6.2m draft can be accommodated. Cargo vessels up to 165m in length and 9.5m draft can be accommodated.

A small craft harbor, with depths of 2 to 3m, is situated close S of the commercial port and protected by two moles.

Aspect.—Two directional sector lights indicate the approach channel. An outer approach lighted buoy is moored about 1.2 miles S of Fornæs Light. Another directional sector light indicates the entrance channel, which leads SW between the breakwater heads.

A conspicuous church stands in the town, about 1.8 miles W of the harbor, and a prominent windmill is situated 0.5 mile NW of it. Another prominent church stands at Hammelev, 2.3 miles NNW of Grenaa.

Pilotage.—Pilotage is not compulsory except for laden tankers with hazardous liquid chemicals or tankers with uncleaned tanks, which have carried hazardous liquid chemicals. Vessels should send a request for pilotage and an ETA 24 hours and 12 hours in advance. The message must state the vessel's destination, draft, speed, and required boarding position.

The station also provides deep-sea pilots for Great Belt (Store Bælt), as far as Spodsberg (54°56'N., 10°50'E.), and for other Danish ports.

Pilots can be contacted by VHF and board (for Grenaa) about 2.7 miles ENE of the harbor entrance and (for Route A) in the vicinity of No. 4 Lighted Buoy (56°24'N., 11°06'E.).

Caution.—A number of shallow shoals lie in the approaches to the port and may best be seen on the chart. Vessels should be aware of Kalkgrunden, a limestone reef, which has a least depth of 1m and extends about 0.6 mile E from a position close outside the harbor.

Vessels with drafts over 4m should not approach the E breakwater head from SE within a distance of 80m.

(BA NP 18; BA NP 286; Lloyds Ports) 14/02

Page 164—Lines 1 to 22/L; strike out.

(NIMA) 14/02

Page 165—Lines 48 to 57/R; read:

A tongue of the coastal bank, with depths of less than 6m, extends about 1.4 miles SSW from Skodshoved. A detached patch, with a least depth of 6.2m, lies about 1.5 miles SW of Skodshoved and is marked by a buoy.

Ryes Flak, an area of shoal ground, lies centered about 2.7 miles WSW of Skodshoved and has a least depth of 2.8m.

A shoal bank, with depths of less than 3m, fronts the shore between Skodshoved and Ohoved, 2.5 miles NE, and extends up to 1 mile seaward.

Anchorage.—Anchorage, with good holding ground, can be taken throughout most of Kalvo Vig except in its innermost part. Small vessels can also anchor in depths of 11 to 17m in the middle of Knebel Vig and in depths of 5 to 6m in the middle of Egens Vig. These two small bays provide shelter from all winds, but their entrances are narrow and local knowledge or a local pilot are required.

Studstrup Havn (56°16'N., 10°20'E.) (World Port Index No. 30285) is situated on the W side of the bay, about 4 miles N of Skodshoved. The facilities consist of a dredged basin and a quay, 495m long. They are private and are used only by vessels supplying the power station.

The entrance channel has a least depth of 11.3m. Vessels up to 245m in length, 33m beam, and 11m draft (10m for tankers) can be handled alongside.

Pilotage is compulsory. Pilots are provided by the station at Grenaa (see paragraph 8.18). Vessels should send an ETA 6 hours in advance. Pilots can be contacted by VHF and board about 1.5 miles E of Arhus.

A conspicuous chimney, 190m high, stands at the power station. The entrance channel is indicated by a lighted range. An approach lighted buoy is moored about 0.7 mile SE of the berth. A yacht harbor lies 0.5 mile S of the berth.

Regulations.—A prohibited area, in which explosives are dumped, lies centered 1.2 miles NW of Skodshoved. This area, which is marked by buoys, extends across the greater part of the entrance to Kalvo Vig and may best be seen on the chart. Small craft can enter Kalvo Vig on either side of this area but the depths are only 3m or less. A channel for commercial vessels proceeding to Studstrup Havn leads through the E part of the area. Vessels must receive permission from the harbor authorities prior to transiting this channel. It is reported (2001) that vessels over 5,000 dwt may pass through the area only during daylight and all vessels must have an underkeel clearance of at least 2m.

(BA NP 286; BA NP 18; Lloyds Ports) 14/02

Page 166—Lines 1 to 33/L; strike out.

(NIMA) 14/02