

4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Eastern Canada.—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60°N latitude and in the St. Lawrence River E of the meridian of 66°W longitude, except the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada.—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60°N latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70°N latitude and E of the meridian of 139°W longitude.

Local Zones.—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax, Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Eastern Canada VTS Zone (ECAREG).—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - a. Oil Pollution Prevention Regulations.
 - b. Pollutant Substances Regulations.
 - c. Dangerous Goods Shipping Regulations.
 - d. International Maritime Dangerous Goods Code (IMDG).
 - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Arctic Canada VTS Zone (NORDREG).—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
 - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

Non-routine reports.—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

ECAREG/NORDREG Information Requirements

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Co-ordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.

13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.

14. The name of the last port of call of the ship.

15. The draft of the ship.

16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.

17. Revoked.

18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.

19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.

20. The name of the Canadian or United States agent of the ship.

21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

ECAREG Zone Reports

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

Arrival at a Berth.—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure

This report is not required where the ship is proceeding to another berth in the same port.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

NORDREG Zone Reports

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;
2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society, shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 1, 2, and 3 above need be reported.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

Arrival at a Berth.—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of

arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cu. m. (15,988 cu. feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

1600 UTC Report.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made daily at 1600 UTC.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

ECAREG/NORDREG Reporting Contacts

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to

safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

Variations

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. formal variations to reporting procedures will be granted only where alternate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

ECAREG/NORDREG Contact Reporting Information				
Contact	Telephone	Telex	Facsimile	Telegraphic identifier
ECAREG				
St. John's MCTS Center	(709) 772-2083	016-4530	(709) 772-5369	CCGTC SNF
Halifax MCTS Center	(902) 426-9750	019-22510	(902) 426-4483	CCG MRHQ DRT
Riviere-au-Renard MCTS Center	(418) 269-5686	316-0025	(418) 269-5514	—
NORDREG				
Iqaluit MCTS Center*	(867) 979-5724	063-15529	(867) 979-4236	NORDREG CDA
*Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center.				

(Canada Radio Aids to Mariner Navigation (East), Part 3) 47/02

Page 159—Line 4/R; insert after:

As a consequence of their special construction, some warships of The Netherlands cannot comply with the requirements regarding the number and installation of their navigational lights mentioned in Regulations 23, 24, and 27, and Appendix I of the *Rules for the Prevention of Collisions at Sea (1972)*.

(Neth Annual Notice No. 9 of 2002) 47/02

Page 159—Line 8/R to Page 160—Line 47/R; read:

Firing Areas

Petten

Two firing practice areas are located in this vicinity, as follows:

1. Firing practice with artillery takes place from position 52°47.1'N, 4°40.3'E. The firing area consists of a danger sector between 254° and 327° or between 327° and

000°, measured from the battery, over a maximum distance of 9 miles.

When firing is in progress, two red flags will be hoisted as a warning signal, one near beach pole 19 and the other about 300m further N.

2. Firing practice with artillery takes place from one of four battery positions on a line joining the following positions:

- a. 52°47.7'N, 4°40.3'E.
- b. 52°47.8'N, 4°41.0'E.

The firing area consists of a danger sector between 225° and 345°, measured from the battery, over a maximum distance of 14 miles.

When firing is in progress, the Netherlands flag will be flown from a flagstaff on the radar tower (52°47.7'N., 4°40.5'E.) as a warning signal. Red flags will also be displayed on the dunes N and S of the battery and on the shore.

Zeegat van Texel

Anti-aircraft artillery firing takes place on the North Sea coast between Den Helder and Callantsoog, from the following firing ranges:

1. **Falga**.—A danger sector between 205° and 335°, with a radius of 15,000m, from position 52°55'12"N, 4°43'06"E.

2. **Botgat**.—A danger sector between 220° and 330°, with a radius of 15,000m, from the position 52°52'30"N, 4°42'48"E.

The two danger sectors above are included in one unsafe circular area centered at 52°55'12"N, 4°43'06"E, with a radius of 21,000m, and bounded by:

1. On the N side by the bearing 335°.
2. On the W side by the arc of the circle.
3. On the S side by the bearing 182°.
4. On the E side by the North Sea coast.

Dates and times of firings will be announced as early as possible in the Dutch Notice to Mariners.

At each of the firing ranges, warning signals will be given, as follows:

1. By day—A red flag from 1 hour before commencement of the exercises to their completion.
2. By night—Three lights, green, red, green, vertically disposed.

West of Haaksgronden

An anti-aircraft firing practice range bounded by 53°05'N and 53°13'N, and 3°45'E and 4°10'E.

Zeegat van Texel—W of Kaap Hoofd

Firing practice involving artillery and machine guns at air and sea targets takes place at the following areas:

1. A danger sector with a radius of 10 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 265° and 337°.
2. A danger sector with a radius of 1.6 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 260° and 010°.

A red flag is hoisted on a radar signal mast during firings; the flag is lowered upon completion of the exercises.

Ijsselmeer—Breezanddijk

Artillery firing takes place within the area bounded by a line joining the following positions:

- a. 53°01'04.2"N, 5°12'28.2"E.
- b. 52°53'42.2"N, 5°15'55.2"E.
- c. 52°53'25.2"N, 5°11'06.2"E.
- d. 52°48'36.2"N, 5°10'11.2"E.
- e. 52°48'44.2"N, 5°07'28.2"E.
- f. 52°50'50.2"N, 5°07'44.2"E.
- g. 52°55'57.2"N, 5°03'28.2"E.

The firing dates will be announced by NAVTEX.

Vlieland—Vliehors

Firing practice from aircraft at ground targets takes place in a sector area centered at 53°14.4'N, 4°55.3'E, with a radius of 4 miles, between the bearings 275° and 355°.

This area is normally used during daylight hours only if the visibility is greater than 2 miles. When the red warning flag is hoisted, vessels should remain at least 2,000m outside the LW mark and not remain in the area any longer than

necessary for direct passage. Range Control, call sign Vliehors Range Control, can be contacted on VHF channel 74.

Waddenzee—Southeast of Vlieland

Firing practice with armor-piercing and high explosive shells, and automatic firearms, takes place in an area bounded by a line joining the following positions:

- a. 53°14'57.3"N, 4°58'48.1"E.
- b. 53°10'12.3"N, 5°06'13.1"E.
- c. 53°07'36.3"N, 4°55'13.1"E.
- d. 53°10'39.3"N, 4°55'53.1"E.
- e. 53°11'02.1"N, 4°53'20.9"E.
- f. 53°14'32.1"N, 4°55'02.9"E.

Warning signals are shown, as follows:

1. One black ball—Firing will occur that day.
2. Two black balls—Firing will commence immediately.

Firing exercises are normally conducted Monday through Friday between September 1 and April 15. Flares may be observed during firing exercises conducted at night.

Terschelling—Ameland

Firing practice from aircraft at targets towed from other aircraft takes place in the area bounded by a line joining the following positions:

1. **North of Terschelling**
 - a. 53°23'25.3"N, 5°11'35.2"E.
 - b. 53°26'27.3"N, 5°10'25.1"E.
 - c. 53°29'27.3"N, 5°31'25.1"E.
 - d. 53°27'11.3"N, 5°32'17.2"E.
2. **North of Ameland**
 - a. 53°26'42.3"N, 5°36'55.2"E.
 - b. 53°28'32.3"N, 5°34'10.1"E.
 - c. 53°29'57.4"N, 5°33'55.1"E.
 - d. 53°31'22.4"N, 5°55'20.2"E.
 - e. 53°27'57.4"N, 5°55'55.2"E.
 - f. From there along the N coast to the origin above.

The possibility of exercises being conducted in these areas should be considered when weather conditions are good.

Lauwersmeer—Marnewaard

Firing practice takes place in an area bounded by a line joining the following positions:

- a. 53°24'34.6"N, 6°14'10.5"E.
- b. 53°24'42.6"N, 6°14'08.5"E.
- c. 53°25'25.2"N, 6°14'50.2"E.
- d. 53°25'59.0"N, 6°19'45.0"E.
- e. 53°25'08.9"N, 6°19'57.7"E.
- f. 53°24'18.8"N, 6°20'09.9"E.
- g. 53°24'01.0"N, 6°15'11.8"E.

Firing exercise may be held daily from 0800 until 2300. The above positions are each marked by a lighted beacon, showing lights, as follows:

1. Firing in progress—AIWR1s
2. No firing—FIY10s

North Sea—North of the Wadden Islands

Firing practice from aircraft at airborne targets takes place in an area bounded by a line joining the following positions:

- a. 53°59'57.4"N, 4°45'55.1"E.
- b. 53°59'57.4"N, 6°06'21.2"E.
- c. 53°51'03.4"N, 6°13'53.2"E.
- d. 53°37'35.3"N, 5°06'55.1"E.
- e. 53°35'57.4"N, 4°45'55.1"E.

These firing practices, which normally occur from sunrise to sunset, may constitute a danger for vessel traffic.

(Neth Annual Notice Nos. 33 to 44 of 2002) 47/02

Page 160—Line 47/R; insert after:

New graphic titled **Firing and Exercise Areas** from back of this Subsection.

(Neth HP1) 47/02

Page 161—Lines 12/L to 20/R; read:

Mined Areas

Practice mines are laid off the Belgium and Netherlands coasts in a number of fixed Mine Exercise Areas, as follows:

NB1 (West Hinder)

Area enclosed by a line joining the following positions:

- a. 51°29'52.2"N, 2°44'55.1"E.
- b. 51°26'45.0"N, 2°44'55.1"E.
- c. 51°26'45.0"N, 2°35'31.1"E.
- d. 51°28'52.2"N, 2°35'31.1"E.

NB4 (Schouwenbank)

A circular area with a radius of 2 miles centered on position 51°49'27.1"N, 3°08'25.1"E.

NB6 (Westgat)

A circular area with a radius of 1.5 miles centered on position 51°39'57.1"N, 3°34'55.2"E.

NB7 (Everingen)

Area enclosed by a line joining the following positions:

- a. 51°24'21.1"N, 3°44'49.3"E.
- b. 51°23'39.1"N, 3°46'43.3"E.
- c. 51°23'03.0"N, 3°46'07.3"E.
- d. 51°23'45.0"N, 3°44'13.3"E.

NB8 (Molengat)

A circular area with a radius of 1.5 miles centered on position 53°05'57.2"N, 4°36"E.

NB9 (Goeree)

A circular area with a radius of 1 mile centered on position 51°54'27.1"N, 3°43'35.4"E.

NB10 (Wenduinebank)

Area enclosed by a line joining the following positions:

- a. 51°20'31.8"N, 2°55'25.2"E.
- b. 51°18'31.8"N, 2°55'07.2"E.
- c. 51°18'39.0"N, 2°53'31.2"E.
- d. 51°20'37.8"N, 2°53'50.4"E.

The above area is used only for mine hunting exercises.

NB11 (South of Dogger Bank)

A depth charge exercise area is established S of Dogger Bank at approximately 85 miles NW of Den Melder. The area is enclosed by a line joining the following positions:

- a. 53°58'57.3"N, 2°52'54.9"E.
- b. 53°58'57.3"N, 2°58'54.9"E.
- c. 53°55'57.3"N, 2°58'54.9"E.
- d. 53°55'57.3"N, 2°53'54.9"E.

NB12 (Callantsoog)

Area enclosed by a line joining the following positions:

- a. 52°53'57.2"N, 4°22'55.1"E
- b. 52°53'57.2"N, 4°39'55.1"E.
- c. 52°49'57.2"N, 4°29'55.1"E.
- d. 52°49'57.2"N, 4°22'55.1"E.

NB13 (Egmond)

Area enclosed by a line joining the following positions:

- a. 52°37'57.2"N, 4°22'55.1"E.
- b. 52°37'57.2"N, 4°29'55.1"E.
- c. 52°33'57.2"N, 4°29'55.1"E.
- d. 52°33'57.2"N, 4°22'55.1"E.

(Neth Annual Notice No. 31 of 2002) 47/02

Page 161—Line 30/R; insert after:

New graphic titled **Mine Exercise Areas** from back of this Subsection.

(Neth HP1) 47/02

Page 161—Lines 32 to 33/R; read:

Compulsory pilotage in the Netherlands depends on the destination, the fairway, the vessel's measurements, the cargo, and if exemption/dispensation has been given to certain vessels.

Fairways with compulsory pilotage and fairways with adhoc compulsory pilotage are shown in the accompanying graphic. Exceptions to compulsory pilotage are given in the accompanying table.

In some cases, the pilot will be unable to board to perform pilotage duties, as follows:

1. Due to bad weather conditions.
2. If the design of the vessel does not allow the pilot to embark offshore.
3. Other extraordinary circumstances.

Unless prohibited by the harbormaster, shore-based pilotage will take place, in the above-mentioned circumstances, by VHF, but only on the open water sea routes. In general, the pilot will be able to board the vessel once the vessel is inside.

(BA NM 38/02, Section VI; Neth HP1) 47/02

Page 161—Line 33/R; insert after:

New graphic titled **Compulsory Pilotage Areas** from back of this Subsection.

(Neth HP1) 47/02

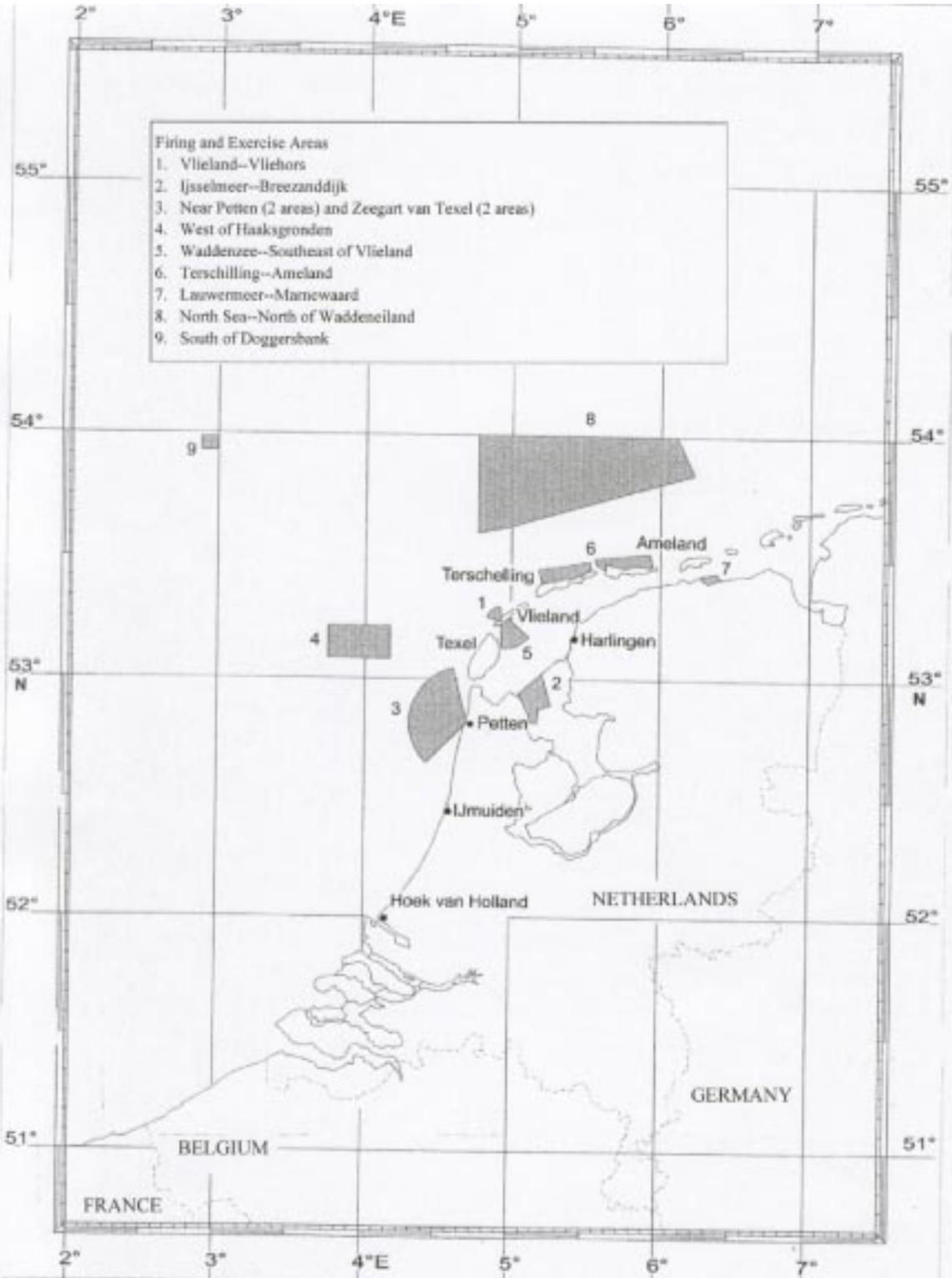
Page 161—Line 33/R; insert after:

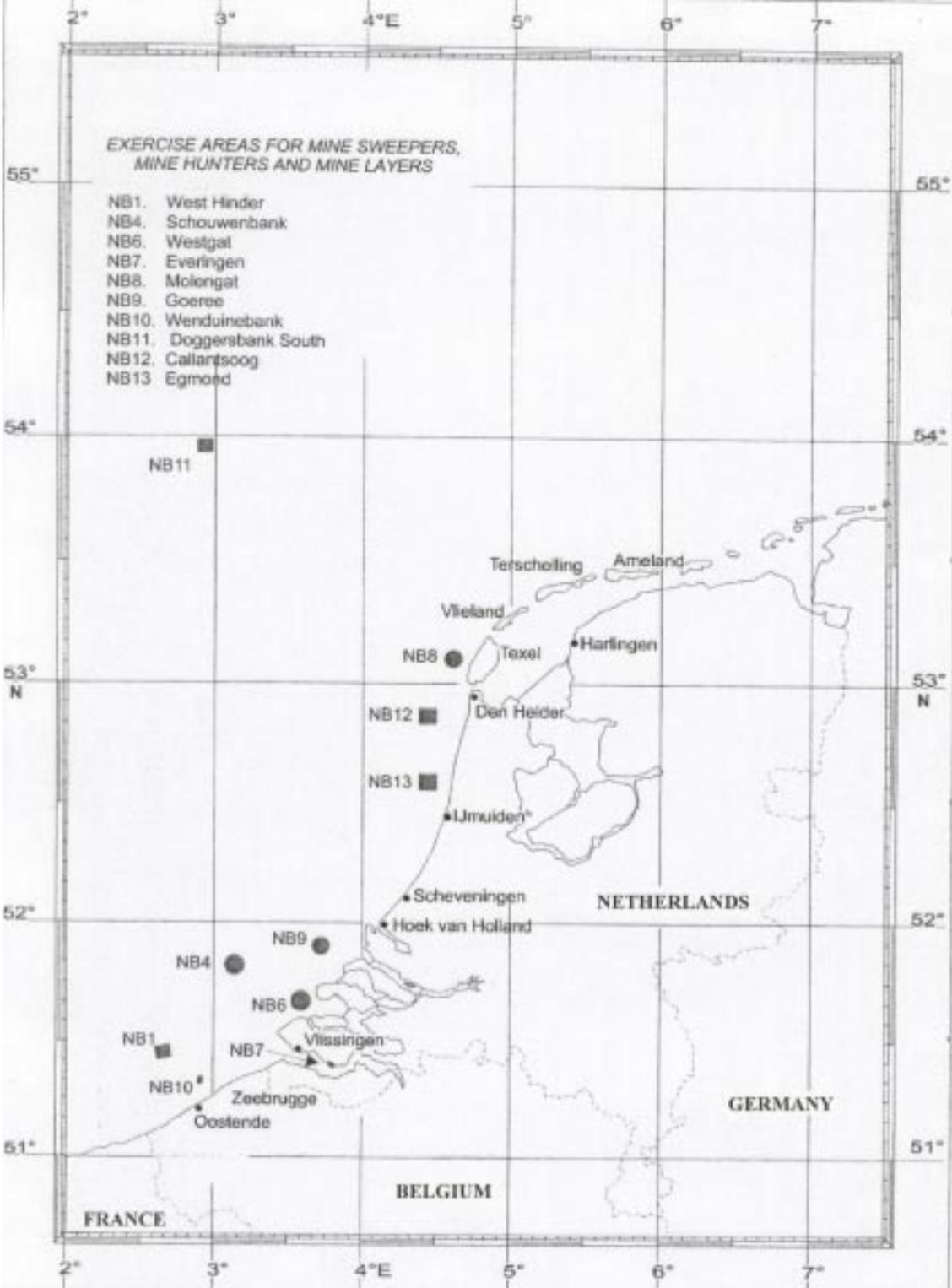
New table titled **Exemptions to Compulsory Pilotage** from back of this Subsection.

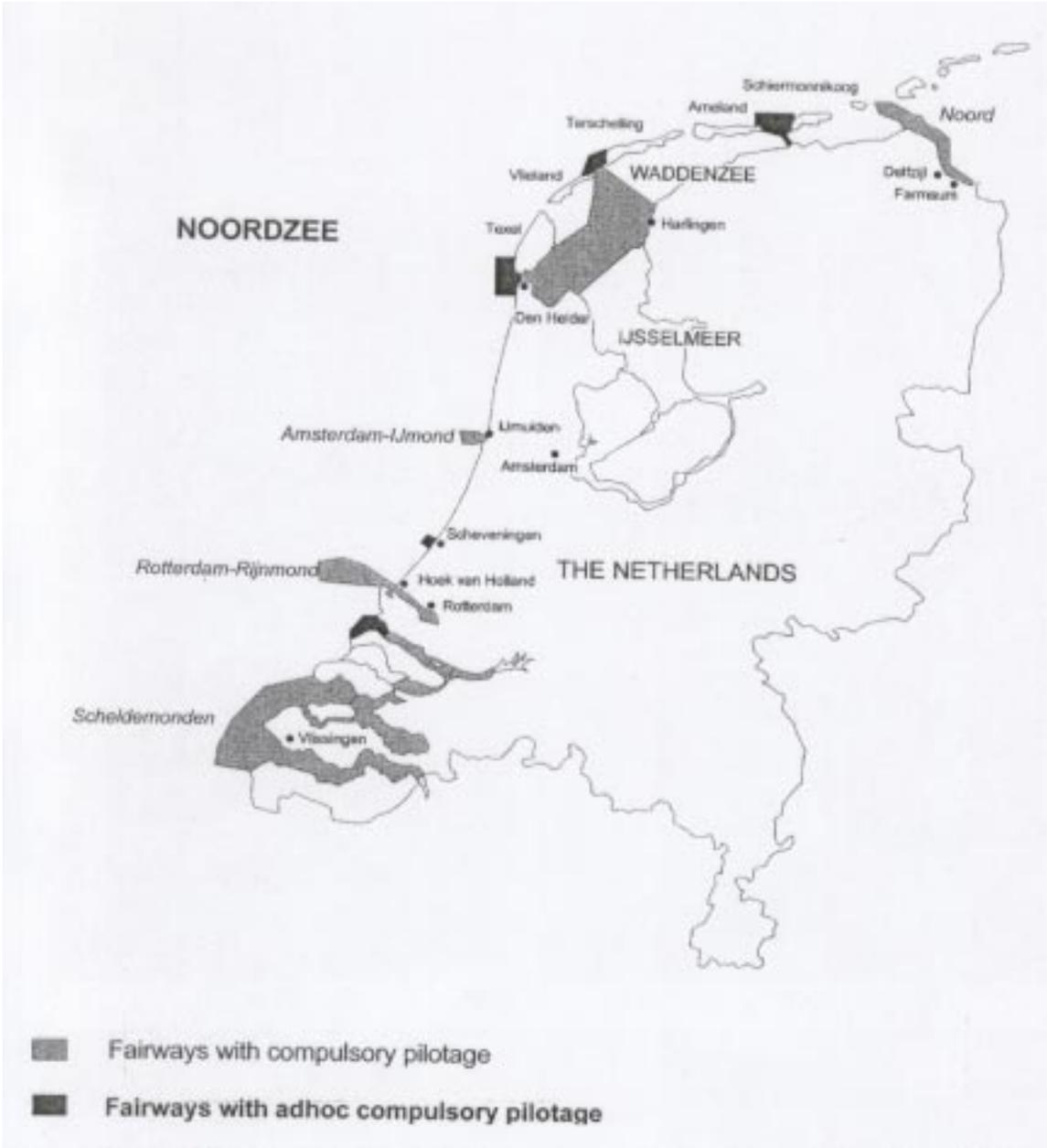
(30(383)02 's-Gravenhage) 47/02

Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance			
	The East Coast of Canada and the Gulf of St. Lawrence	Newfoundland, the Coast of Labrador, and Hamilton Inlet	The St. Lawrence River W of 66°N
Address	Canadian Coast Guard Operations Center—Maritimes Region Ice Operations Section 10 Hudson Way (Shannon Hill) Dartmouth, Nova Scotia B2Y 3Z8	ECAREG CANADA MCTS Center, St. John's P.O. Box 5667 St. John's, Newfoundland A1C 5X1	Fisheries and Oceans Quebec Region Regional Operations Center Ice Quebec 101 Boulevard Champlain Quebec, Quebec G1K 7V7
Telephone	(902) 426-5664 (902) 426-5665	(709) 772-2078 (709) 772-4580	(418) 648-4427 (418) 648-2214
Telex	019-22510	016-4530	—
Facsimile	(902) 426-6444	(709) 772-5369	(418) 648-7244
Radiogram	ECAREG CANADA	ECAREG CANADA	Escoumins Traffic Quebec Traffic Montreal Traffic

PUB 140







Exemptions to Compulsory Pilotage		
Region	Fairway(s)	Exemption to compulsory pilotage
North part of The Netherlands	Westerems to Borkum (general traffic)	Maximum length: 150m or Maximum breadth: 25m or Maximum draft: 7m
	Westerems to Borkum (car ferries)	Maximum length: 120m or Maximum breadth: 20m or Maximum draft: 7m
	Borkum to Eemshaven	Maximum length: 90m or Maximum breadth: 13m or Maximum draft: 7m
	Eemshaven to Delfzijl	Maximum length: 90m or Maximum breadth: 13m or Maximum draft: 6m
	Texel Rads to Den Helder (Nieuwe Diep)	Maximum length: 90m and Maximum draft: 7m
	Texel Rads to Den Helder (Koopvaardersbinnenhave)	Maximum length: 90m and Maximum draft: 5m
	Den Helder to Kornwerderzand	Maximum length: 60m or Maximum draft: 4m
	Harlingen to Kornwerderzand, Den Helder to Den Oever, and the remaining Waddenzee	Maximum length: 60m or Maximum draft: 2.5m
	Harlingen to Vlierede	Maximum length: 70m Maximum draft: 6m
Amsterdam to IJmond	All fairways with compulsory pilotage	Maximum length: 70m
Rotterdam to Rijnmond	All fairways with compulsory pilotage	Maximum length: 70m
Scheldemonden	Schouwenbank to Vlissingen Oost	Maximum length: 75m and Maximum draft: 5.5m
	All fairways with compulsory pilotage	Maximum length: 75m
<p>Note.—Vessels with an exemption to compulsory pilotage or vessels sailing in fairways with adhoc compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when deviating circumstances to the vessel, passengers and/or crew, traffic, or fairway occur.</p>		