HALIFAX - ISLAND

TÖRNHANDBUCH

JULI / AUGUST 2017

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Date: 19. Juni 2017

Author: Rolf Tschaeppeler mit Input PK

INHALT

ZWECK DIESES DOKUMENTES

Das Dokument soll in kompakter Form alle relevanten Daten für die Atlantikquerung von Canada (Halifax) nach Island (Reykjavik) widergeben, was einerseits der Vorbereitung und andererseits dem einfacheren Auffinden der Information dienen soll.

SCHIFF (THAANI)

KENNDATEN[1]

Bénéteau Océanis 44 CC (**C**enter **C**ockpit)

44 Fuss (13.4 Meter) Länge
14 Fuss (4.25 Meter) Breite
6 Fuss (1.8 Meter) Tiefgang
3 Kabinen (1 Heck, 2 im Vorschiff)
Sloop getakelt mit Kutterstag

Rollsegel:

Grosssegel: 42 m2
Genua: 55 m2
Kutter: 15 m2
Parasailor: 152m2

[1] Siehe auch: http://thaani.ch/die-thaani/

SEGELPLAN THAANI

Wind	*Windstärke (ktn)* / Windwinkel	*0 bis 10*	*10 bis 15*	*15 bis 20*	*Über 20*	*Über 30*	*Über 40*
Am Wind	**Backstag**	-	**Backstag gesetzt**				
	Unter 40° zum Wind	Gross, Kutter	Gross, Kutter	Gross voll, Kutter	Gross gerefft, Kutter	Gross stark gerefft, Kutter	Kutter gerefft
	Über 40° zum Wind	Gross, Genua	Gross, Genua	Gross voll, Kutter	Gross gerefft, Kutter	Gross stark gerefft, Kutter	Kutter gerefft
	Über 70° zum Wind	Gross, Genua	Gross, Genua	Gross, Genua 1 Reff	Gross gerefft, Kutter	Gross stark gerefft, Kutter	Kutter gerefft
Halber Wind	**Backstag**	-	-	**Backstag gesetzt**			
	90° zum Wind	Gross, Genua	Gross, Genua, Kutter	Gross, Genua, Kutter	Gross gerefft, Kutter	Gross stark gerefft, Kutter	Gross stark gerefft, Kutter
	120° zum Wind	Gross, Genua	Gross, Genua	Gross, Genua	Gross, Kutter	Gross gerefft, Kutter	Gross stark gerefft, Kutter
Vor dem Wind	**Backstag**	-	-	-	-	**Backstag gesetzt**	
	130° zum Wind	Segel und Motor	Parasailor	Parasailor *Bergen bei 20 kn*	Genua gerefft	Gross gerefft Baumbremse	Kutter
	150° zum Wind	Segel und Motor	Parasailor	Parasailor *Bergen bei 20 kn*	Genua gerefft	Gross gerefft Baumbremse	Kutter
	165° zum Wind	Segel und Motor	Parasailor kreuzen vor dem Wind	Parasailor kreuzen vor dem Wind *Bergen bei 20 Kn*	Genua gerefft	Gross gerefft Baumbremse	Kutter
	180° zum Wind	Segel und Motor	Schmetterling Gross Genua	Schmetterling Gross Genua	Genua gerefft	Gross gerefft Baumbremse	Kutter

CREW

Name	**Mobil / Mail**	**Home Tel / Mobile**
Paul, Eigner / Skipper		
Rolf, Crew		
Werner, Crew (St. Peters bis Grönland)		

ROUTE

Paul hat die Route bereits geplant[2], hier sollen noch zusätzliche Informationen / Hinweise aus den Seekarten aufgenommen werden.

TEIL 1: HALIFAX – KELLYS COVE UND VARIANT 1 NACH MARRY'S HARBOUR

Land	Block	Etappe	Reisetag	Ruhetag	Reserve	Datum			Typ	Ziele / Orte		Stopp	SM	SM kum
						Tag	Abfahrt	Ankunft	Tag / Nacht	Von	Bis			
	Paul, Rolf, Werner													
CANADA	4						27.06.2017			Anreise Gäste				
	4						28.06.2017			Klar Schiff für Grönland / Island				
	4			1			29.06.2017			Klar Schiff für Grönland / Island				
	4			1			30.06.2017			Klar Schiff für Grönland / Island				
	4	31	1				01.07.2017		T / N	Halifax	Liscom Lodge	http://www.l	72	1369
	4	32	1				02.07.2017		N / T	Liscom Lodge	St.Peters Marina	http://www.s	79	1448
							02.07.2017			Anreise Werner				
	4				1		03.07.2017			Reserve				
	4	33	1				04.07.2017		T	St.Peters Marina	Kellys Cove	Anker	46	1494
			entweder											
	4	34	1				05.07.2017		T / N	Kellys Cove			100	1594
	4	35	1				06.07.2017		N / T		Woods Island Harbour	Anker	103	1697
	4			1			07.07.2017			Ruhetag				
	4				1		08.07.2017			Reserve				
	4	36	1				09.07.2017		N / T	Woods Island Harbour	Port au choix	Anker	111	1808
		37	1				10.07.2017		T	Port au choix	Red Bay	Anker	73	1881
	4				1		11.07.2017			Reserve				
	4	38	1				12.07.2017		T	Red Bay	Marry's Harbour	Anker	58	1939
	4			1			13.07.2017			Ruhetag / Bunkern				
	4				1		14.07.2017			Reserve				

LIEGEPLATZ IN HALIFAX (ENDE JUNI 2017):

Royal N.S. Yacht Squadron
376 Purcell Cove Road
Halifax. Nova Scotia B3P-1C7

[2] Siehe Plan: http://thaani.ch/wp-content/uploads/2013/10/USA-Canada-Europa-Island-Bangor-20170203.pdf

TEIL 2: MARRY'S HARBOUR – NARSSAQ ODER KELLY'S COVE - NARSSAQ

Land	Block	Etappe	Reisetag	Ruhetag	Reserve	Datum			Typ	Ziele / Orte		Stopp	SM	SM kum
						Tag	Abfahrt	Ankunft	Tag / Nacht	Von	Bis			
GRÖNLAND	4	39	1				15.07.2017			Marry's Harbour			100	2039
	4	40	1				16.07.2017						144	2183
	4	41	1				17.07.2017				652		144	2327
	4	42	1				18.07.2017						144	2471
	4	43	1				19.07.2017				Narssaq	Mole	120	2591
			oder											
Canada	4	34	1				05.07.2017		T / N	Kellys Cove			100	1594
	4	35	1				06.07.2017	10:00	N / T		Saint Pierre Insel	Marina	73	1667
	4				1		07.07.2017	Reserve						
	4	36	1				08.07.2017	04:00	N / T	Saint Pierre Insel			120	1787
		37	1				09.07.2017	12:00	T		St.John	Marina	80	1867
	4				1		10.07.2017	Reserve						
Grönland	4	38	1				11.07.2017	09:00	T/N	St.John			90	1957
	4	38	1				12.07.2017		N/T/N				140	140
	4	38	1				13.07.2017		N/T/N				140	2097
	4	38	1				14.07.2017		N/T/N		890		140	280
	4	38	1				15.07.2017		N/T/N				140	2237
	4	38	1				16.07.2017		N/T/N				140	420
	4	38	1				17.07.2017	14:00	N/T		Narssaq	Hafen	100	2337
	4			1			*18.07.2017*	*Ruhetag*						
	4				1		19.07.2017	Reserve						
Grönland	4	44	1				20.07.2017			Narssaq	Narssarssuaq	Mole	26	2617
	4	45	1				22.07.2017			Narssarssuaq	Narssaq	Mole	26	2643
	4				1		21.07.2017	Reserve						
	4				1		22.07.2017	Rückflug Werner ab Nasarsuaq						

TEIL 3: NARSSAQ - REYKJAVIK

Land	Block	Etappe	Reisetag	Ruhetag	Reserve	Datum: Tag	Datum: Abfahrt	Datum: Ankunft	Typ: Tag / Nacht	Ziele / Orte: Von	Ziele / Orte: Bis	Stopp	SM	SM kum
	Paul, Rolf, Offener Platz													
GRÖNLAND	4	46	1				22.07.2017		T	Narssaq	Frederiksdal ???????????	Mole	94	2737
	4	47	1				23.07.2017		T	Frederiksdal	Ikerasassuaq Ausgang Prins Christiansund	Mole	60	2797
	4				1		24.07.2017	Reserve						
ISLAND	4	48	1			MI.	25.07.2017			Ikerasassuaq Ausgang Prins Christiansund			100	2837
	4	49	1			DO.	26.07.2017						144	2981
	4	50	1			FR.	27.07.2017						144	3125
	4	51	1			SA.	28.07.2017				701		144	3269
	4	52	1			SO.	29.07.2017						144	3413
	4	53	1			MO.	30.07.2017				Reykjavik	http://brokey	25	3438
	4			1		DI	31.07.2017	Klar Schiff						
	4				1	DO	01.08.2017	Reserve						
	4					FR	03.08.2017	Paul: Rückflug Reykjavik - Zürich						
	3					SA.	04.08.2017	Gäste vom Törn an Bord in Reykjavik						
	4					SO.	05.08.2017	Gäste vom Törn an Bord in Reykjavik						
	5					MO.	06.08.2017	Gäste vom Törn an Bord in Reykjavik						
	3					DI.	07.08.2017	Abreise Gäste						

ZEITENVERSCHIEBUNG (JULI UND AUGUST)

Allschwil	UTC + 2h
Halifax	UTC – 3h
St. Johns	UTC – 2,5
Nuuk	UTC – 2h
Reykjavik	UTC – 0h

VERSORGUNG

Hafen	Diesel	Wasser
Halifax, CAN	ja	ja
Red Bay, CAN	ja	ja
St. John, CAN	unklar	ja
St. Pierre, CAN	unklar	Offen
Narssaq, GRL	unklar	Offen
Narssarssuaq, GRL	ja	Ja
Frederiksdal, GRL	unklar	offen
Reykjavik, ISL	ja	ja

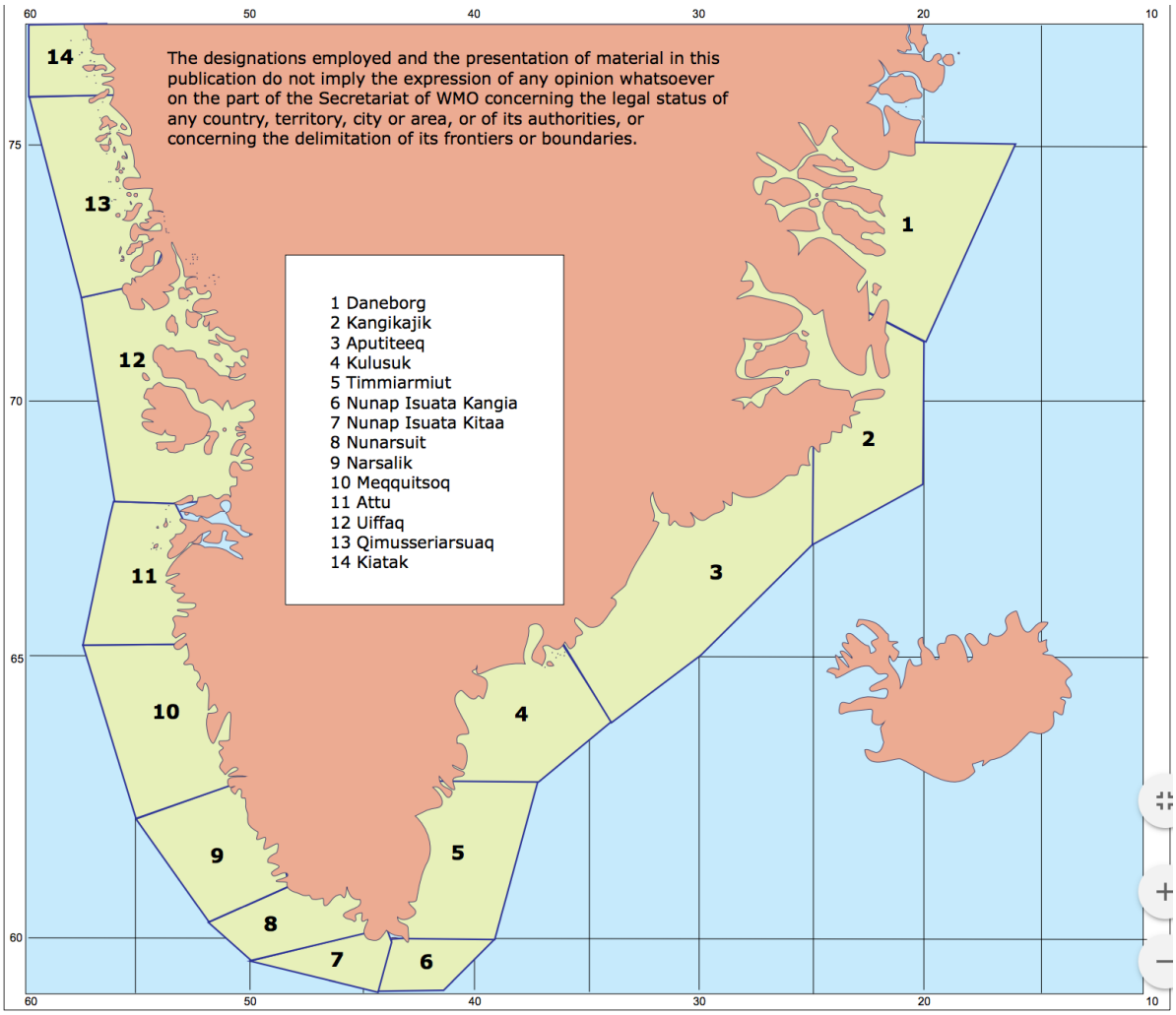
WETTER, TIDE UND STRÖMUNG

Wetter für die kanadische Atlantikküste:
http://weather.gc.ca/marine/region_e.html?mapID=15

Wettervoraussagen für Seegebiete von Grönland sind hier zu finden:

http://www.dmi.dk/en/groenland/hav/sea-areas-forecast/

Hier die referenzierten Gebiete[3]:



Für uns relevante Seegebiete: 4 bis 10:

Kulusuk, Timmiarmut, Nunap Isuata Kangia, Nunap Isuata Kitaa, Nunarsuit, Narsalik und Meqquitsoq

[3] Quelle: https://www.wmo.int/pages/prog/www/ois/Operational_Information/VolumeD/GMDSS/maps/18/SA_GRL.pdf

AUTOMATISCHE WETTERPROGNOSE FÜR DIE REGIONEN VON GRÖNLAND

Wir erhalten täglich den Wetterbericht für Grönland des DMI als Email zugestellt. Details sind im Kapitel „Automatische Kompression und Mailing der Ice Charts, Seite 18“

GEZEITEN

Gezeiten Grönland

On the E coast of Greenland, the time of the tide gets progressively later to the N and the range decreases from about 2.5m at Kap Farvel to about 1m at Danmarkshavn.

Tideninformation für verschiedene Orte in Grönland sind hier zu finden:

http://www.dmi.dk/en/groenland/hav/tidevandstabeller-groenland/

Relevante Tabelle für uns:

Narsaq:
http://www.dmi.dk/fileadmin/user_upload/vandstand_txt_pdf/2017/GL/Narsaq2017.pdf

Siehe Kapitel „Tidentabelle NARSAQ“.

Gezeiten Reykjavik

Siehe: https://www.tide-forecast.com/locations/Reykjavik-Iceland/tides/latest (30 Tage Vorschau)

EIS INFORMATION UND SITUATION

GRÖNLAND ALLGEMEINE EISSITUATION[4]

The W coast of Greenland is usually ice free as far N as Sondre Strom. There, fast ice will halt shipping by late December. The extent of both fast and pack ice increases to a maximum in March, extending as far S as Disco Bay. The ice in Baffin Bay is in continual motion, averaging 1.2 in thickness with the heaviest concentrations lying on the W side as far S as Cape Dyer. The disintegration begins in April. By mid-June, the pack ice S of 73°N. is well puddled. Greenland coastal area is essentially ice free as far N as Upernavik. By mid-July, Thule is ice free and remains so through September. The route be- tween Thule and Alert is never ice free, and is navigable only by icebreakers. In August, Smith Sound is usually 6 to 7 octas of ice. The wind speed/direction determines whether the lead will be along the E or W coast of the Robeson Channel.

The E Greenland coastal area is regarded as one of the most inaccessible areas in the world. This is because of the continual flow of multi-year ice from the Arctic Ocean drifting with the East Greenland Current. Approximately 90 per cent of the total ice that is lost from the Arctic each year is carried S in this strong current. Throughout the year, drifting ice extends 100 to 300 miles off shore to the N of Scoresby Sound. To the S of Scoresby Sound, the maximum offshore extent is reached in April when the ice may extend nearly 200 miles offshore. The minimum is reached in August or September when only belts and patches are present. The drifting pack ice is at its maxi- mum S extent from December through May when it rounds Kap Farvel. Fast ice may be found in protected coastal indentations, except S of Scoresby Sound. The fjords are cleared throughout the winter by the “foehn effect”. Icebreakers can usually enter Scoresby Sound between early August to mid-Octo- ber if extreme caution is used. Kulusuk is resupplied each year from mid-August through September by icebreakers. The vast ice cap, measuring as thick as 3,048m in the interior, spills out through the mountainous rim down fjords as glaciers. This action generates numerous ice bergs that drift S and threaten shipping.

SITUATION ICELAND

Due to the North Atlantic Drift, Iceland usually remains ice free throughout the year, except for some fast ice in its harbors on the N coast. Occasionally some weak fast ice will form in bays along the S coast. The heavy pack ice will drift to within 50 miles of the W coast of Iceland.

INFORMATIONEN GRÖNLAND[5]

Ice Service

Phone: +45 39 15 73 15
Fax: +45 39 15 73 00
E-mail: iskort@dmi.dk

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[4] Quelle: Sailing Directions pub180, page 14
[5] Quelle: http://www.dmi.dk/en/groenland/hav/is-information/

Operation

Danish Meteorological Institute (DMI)

Lyngbyvej 100

DK-2100 Copenhagen Ø

Ice Centers Narsarsuaq (61°10'N, 44°26'W)

Tel: +299 66 52 44, at. 8-12 and 13-16 local time

Satellite: 881-63420563 (Source: pub 181)

Fax: +299 66 53 44

Email: icepatrol@dmi.dk **(**Other E-mail found: isc@greennet.gl)

BOX 505
3923 Narsarsuaq
Greenland

Ice reports via KNR - Greenland Radio

After an in-house ice cognition process, an ice message is being read, which is read in KNR's Greenlandic & Danish service broadcast.

Transmission of ice cards by email and fax

Ice cards are sent by email to port offices in selected coastal towns and to the Greenland shipping offices.

Upon request from users, Iscentralen issues a card (in pdf format) via email.

Customers who have their **own fax,** compatible (G3 / G2) with fax OKIFAX 2600, and ships equipped with Inmarsat communication equipment with connected faxes, can even retrieve (poll) the latest Ice Information from the Ice Center 24 hours a day at the following fax numbers:

Retrieving Kap Farvel Ice Card (Card 1) and Indenskærsmelding: +299 66 53 44

Collection of West Coast and East Coast ice cards (Map 2): +299 66 52 47

Abbreviated ice messages from coastal stations

For each Cape Farvel Ice Card (Card 1), a Reduced Ice Report is prepared. The shortened ice message indicates the ice limits and is also issued as **NAVTEX**.

Communication between the Iscentral helicopter and ships

The helicopter is contacted on VHF Channel 16. The helicopter can communicate on all maritime VHF channels.

Condensed ice reports are also available 24 hours from Aasiaat Coast Radio Station and Ammassalik Coast Radio Station.

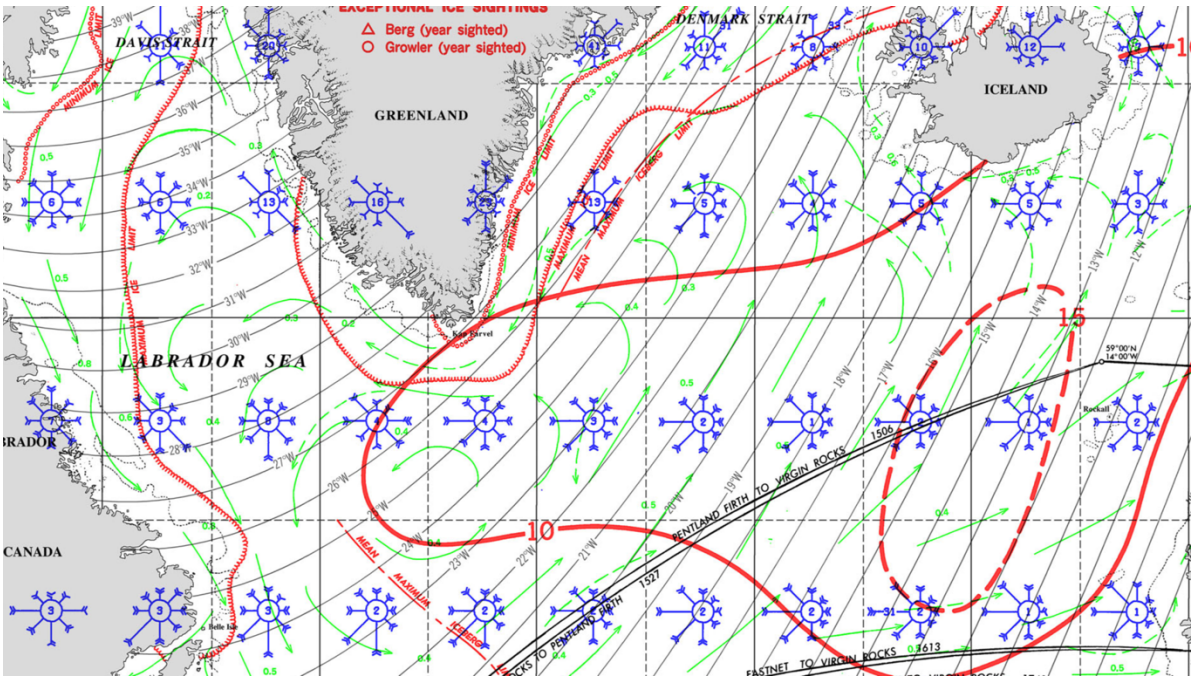
ICEBERG DRIFT[6]:

Generelle Strömungsverhältnisse um Grönland:

[6] Quelle: pub180, p 66

PILOT CHARTS /WIND EIS UND STRÖMUNG

Pilot Chart für Nord Atlantik für Monat Juli:



ICE CHARTS CANADA

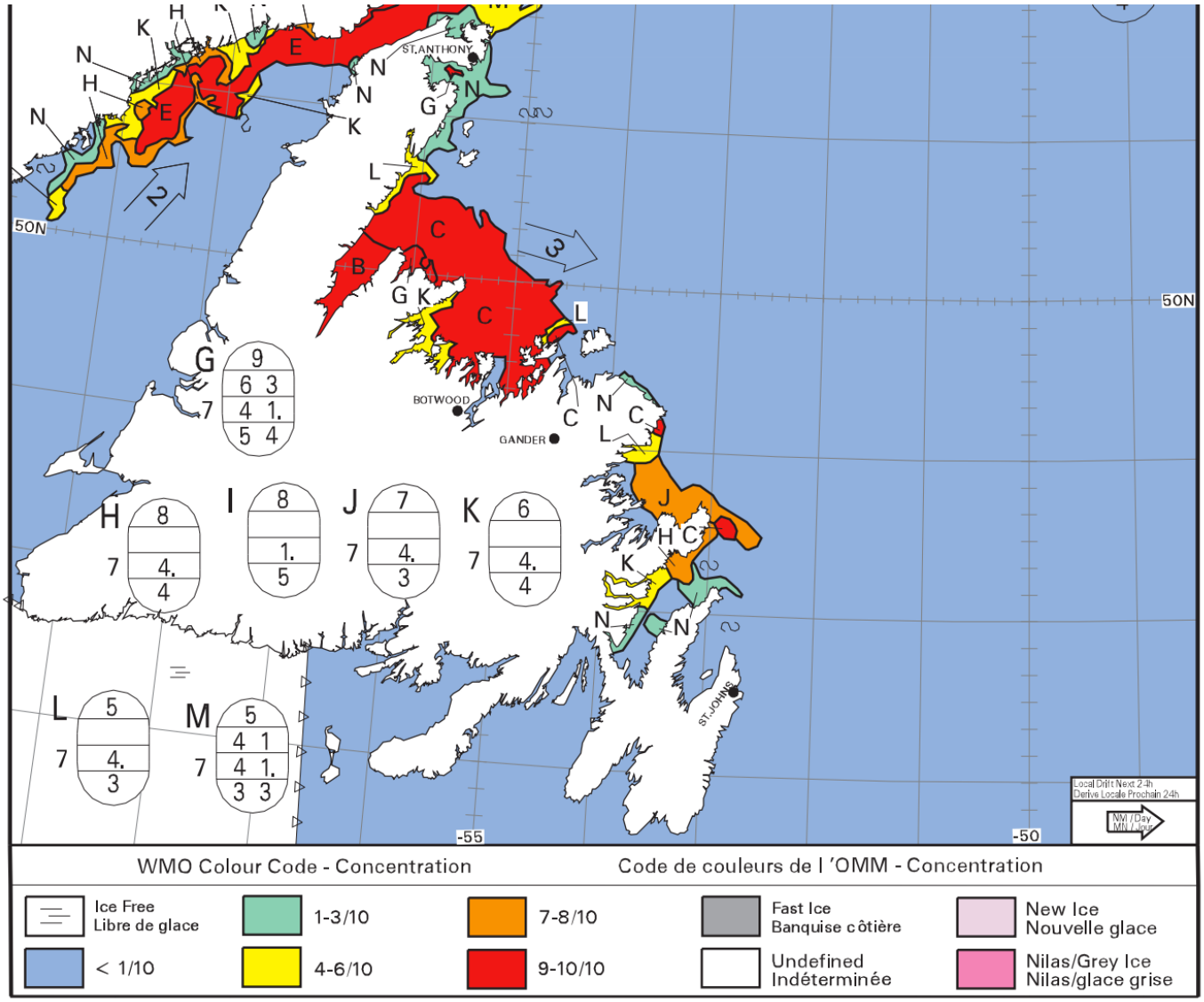
The Canadian Ice Service's mission is to provide the most timely and accurate information about ice in Canada's navigable waters. We work to promote safe and efficient maritime operations and to help protect Canada's environment.

Website: http://ec.gc.ca/glaces-ice/?grp=Guest&mn=&lang=en

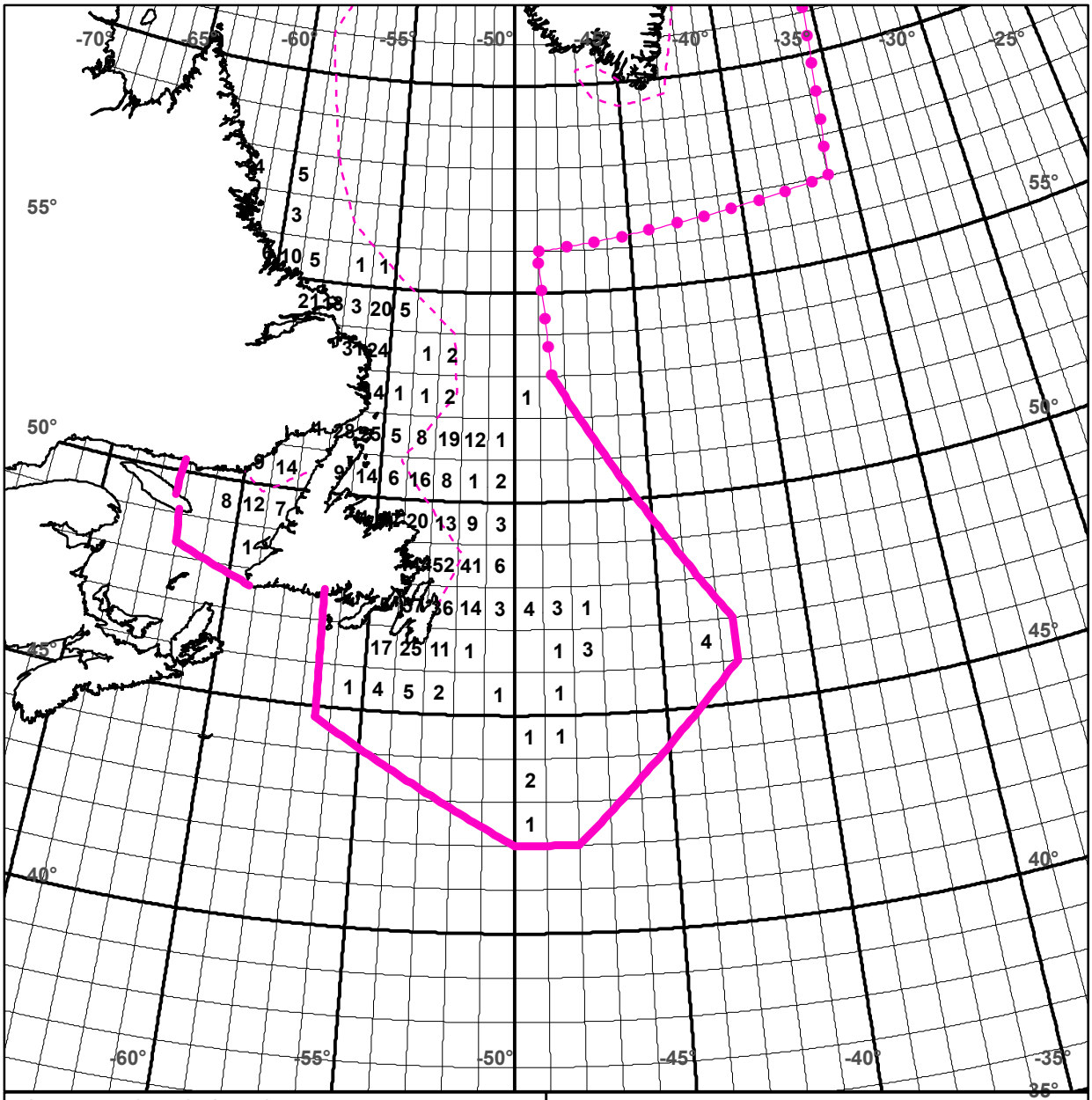
Für die Ostküste Kanadas gibt es etwa 50 verschiedene Grafiken, die Stand, Entwicklung und Prognose in Text anbieten.

- Hier die Liste der verfügbaren Grafiken für die Ostküste: http://iceweb1.cis.ec.gc.ca/Prod/page2.xhtml?CanID=11091&lang=en&title=East+Coast
- Eine andere Sicht mit den verfügbaren täglichen / wöchentlichen Ice Updates: http://www.ec.gc.ca/glaces-ice/?lang=En&n=B6C654BB-1
- Und hier die animierte Version über die letzten 10 Tage: http://www.ec.gc.ca/glaces-ice/?lang=En&n=CE69E4DD-1
- Der 30 Tage ICE Forecast für Neufundland-Gewässer findet man in Textform hier: http://iceweb1.cis.ec.gc.ca/Prod/page3.xhtml → see latest forcast on page 43

Beispiel: Ice Chart North East Newfoundland Waters from 30 May 2017:



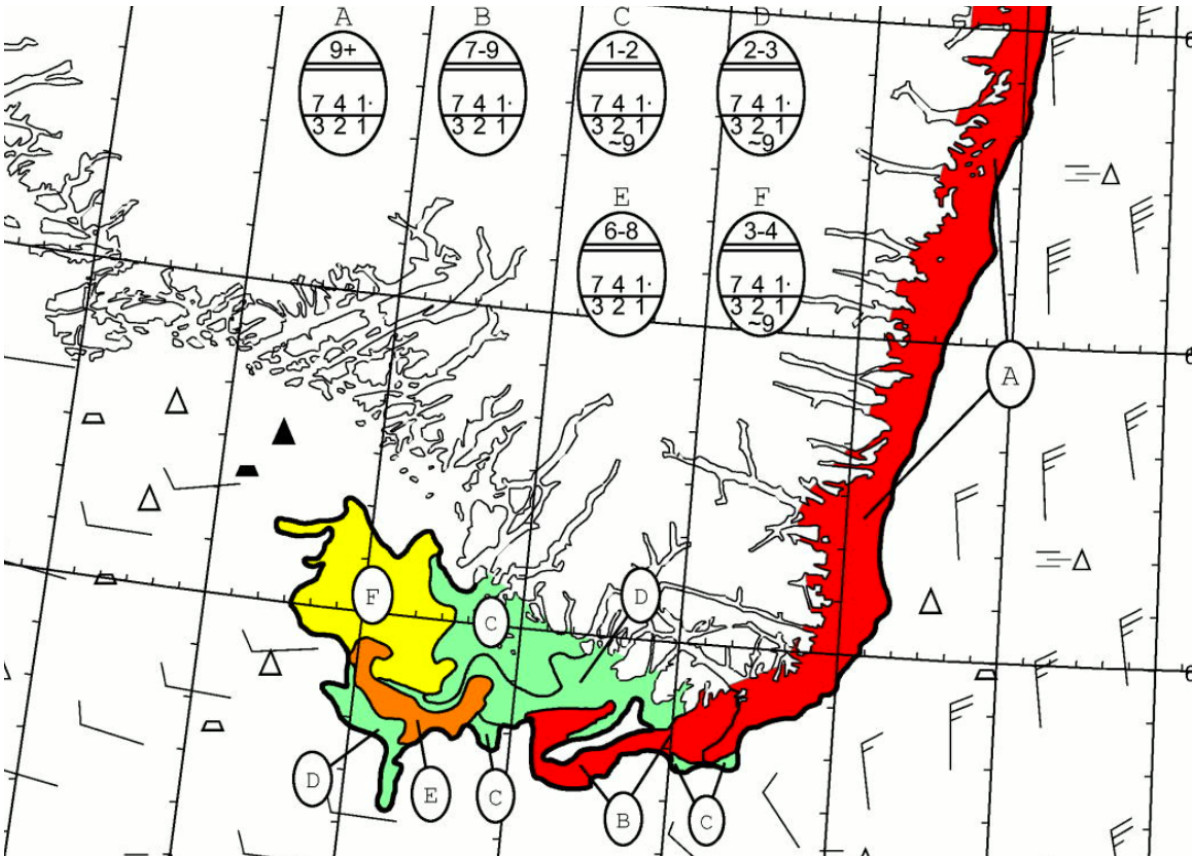
Und hier das Beispiel für die Eisberg Analyse vom 31 May 2017:



ICE CHARTS GRÖNLAND

Current ice charts in English can be obtained from the Danish Meteorological Institute: http://www.dmi.dk/en/groenland/ hav/ice-charts

Beispiel eines Ice Charts von Cape Farewell, Grönland vom 28. Mai 2017[7]:



AUTOMATISCHE KOMPRESSION UND MAILING DER ICE CHARTS

Wir werden (Merci René!!) täglich die aktualisierten Ice Charts komprimiert (ca. 80 bis 100kB) ab 20. Juni 2017 als Attachment per Email zugeschickt bekommen.

Inhalte / Frequenzen	Wetterbericht Grönland: 3 mal pro Tag 09.00 und 21.00 UTC Ice Charts (Greenland Overview, Greenland East, Greenland Cape Farewell: 1 mal pro Tag 09.00 UTC
Mailadresse from	rene.xxxxx@gmail.com
Mailadresse to	
Kontakt	René

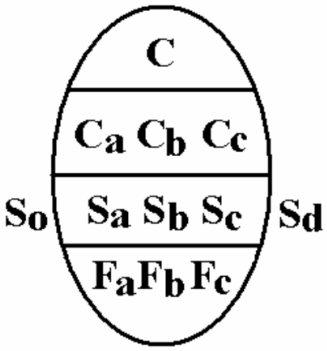
[7] Quelle: http://www.dmi.dk/en/hav/groenland-og-arktis/iskort/kap-farvel/

BEDEUTUNG DER FARBEN UND SYMBOLE IN DEN ICE CHARTS[8]

Der Farbencode für die Eiskonzentration (nicht Eisentwicklung)

lour prime	RGB colour model	Total concentration (definition from WMO Nomenclature)
	000-100-255	Ice free
	150-200-255	Less than one tenth (open water)
	140-255-160	1/10 - 3/10 (very open ice)
	255-255-000	4/10 - 6/10 (open ice)
	255-125-007	7/10 - 8/10 (close ice)
	255-000-000	9/10 - 10/10 (very close ice)
	150-150-150	Fast ice
	210-210-210	Ice shelf

Der „Eiercode“



Concentration (C)
C – Total concentration of ice in the area, reported in tenths (see symbols in table 3.1).
Note: Ranges of concentration may be reported.
C_a C_b C_c – Partial concentrations of thickest (C_a), second thickest (C_b) and third thickest (C_c) ice, in tenths.
Note: Less than 1/10 is not reported. 10/10 of one stage of development is reported by C, S_a and F_a or C S_a F_p F_s

Stage of development (S)
S_a S_b S_c – Stage of development of thickest (S_a), second thickest (S_b) and third thickest S_c) ice, of which the concentrations are reported by C_a, C_b, C_c respectively (see symbols in table 3.2).
Notes:
(1) If more than one class of stage of development remains after selection of S_a and S_b, S_c should indicate the class having the greatest concentration of the remaining classes (see also Note (2))
(2) Reporting of S_a, S_b and S_c should generally be restricted to a maximum of three significant classes. In exceptional cases, further classes can be reported as follows:
S_o – stage of development of ice thicker than Sa but having a concentration of less than 1/10;
S_d – stage of development of any other remaining class.

[8] Quelle und vollständige Beschreibung hier: http://www.vedur.is/media/hafis/frodleikur/ice-chart_colour-code-standard.pdf

OTHER ICE ORGANIZATIONS—ICE CHARTS

Organization	Web site	Remarks
Russian Arctic and Antarctic Research Institute	http://www.aari.nw.ru/index-en.html	Monthly ice chart
Norwegian Ice Service	http://met.no/hav_og_is	Weekdays except public holidays
U.S. National Ice Center	http://www.natice.noaa.gov	Weekly ice charts
IPY Ice Logistics Portal	http://www.bsis-ice.de/IcePortal	—

KOMMUNIKATION

NAVTEX

Navtex ist ein Wetterempfänger basierend auf Langwelle und auf der Thaani vorhanden.
Typ: Furuno Navtex NX-300.

Hier die relevanten internationalen Navtex Sendestationen:

Navtex Area 1 (518 kHz)

ID	Station	Operator	Position	Transmission Times (UTC)	Range
R	Saudanes	ISL	66/11/10.5/N 18/57/6.72/W	02:50, 06:50, 10:50, 14:50, 18:50, 22:50	550
X	Grindavik	ISL	63/49/59.55/N 22/27/2.83/W	03:50, 07:50, 11:50, 15:50, 19:50, 23:50	550

Navtex Area 4 (518 kHz)

ID	Station	Operator	Position	Transmission Time (UTC)	Range
O	St. John's	CAN	47°36′40″N 52°40′1″W	02:20, 06:20, 10:20, 14:20, 18:20, 22:20	300
P	Thunder Bay	CAN	48°33′48.65″N88°39′22.72″W	02:30, 06:30, 10:30, 14:30, 18:30, 22:30	300
Q	Sydney (Nova Scotia)	CAN	46° 11' 8.66" N 59° 35' 35.79" W	02:40, 06:40, 10:40, 14:40, 18:40, 22:40	300
T	Iqaluit	CAN	63° 43' 53" N 68° 32' 35.4" W	03:10, 07:10, 11:10, 15:10, 19:10, 23:10	300
U	Saint John (Yarmouth)	CAN	43° 44' 39.32" N 66° 07' 18.43" W	03:20, 07:20, 11:20, 15:20, 19:20, 23:20	300
W	Kook Island (Nuuk)	DNK	64° 04' 01.26" N 52° 00' 45.4" W	03:40, 07:40, 11:40, 15:40, 19:40, 23:40	400
X	Labrador	CAN	53° 42' 31" N 57° 01' 18" W	03:50, 07:50, 11:50, 15:50, 19:50, 23:50	300

VHF

Standard-Kommunikation mit VHF, Notkanal 16, Reichweite ca. 50 sm (mit Mastantenne und 50W)

SAT PHONE IRIDIUM

Wir haben ein Satelliten-Telefon Iridium Extreme zur Verfügung, das sichere Verbindung auch in der Polregion erlaubt.

Telefonnummer	**+8816 314 xxxxx**
SMS	**+8816 314 xxxxx**
Mailadresse	**8816314xxxx@msg.iridium.com** (ohne Betreff, max 120 Zeichen und die Mailadresse zählt dazu)
SMS über Internet	**https://messaging.iridium.com** (von dieser Seite kann man kostenlos Messages an das Telefon senden)
Mailverbindung mit PC	Das Telefon bietet ein Datenmodem mit 2400bit/s, das erlaubt uns via Airmail Client den Sailmail Service zu verwenden (HBY4477@sailmail.com)

TEST SAT PHONE (IRIDIUM)

As a service to all satellite phone users, Iridium provides a dedicated test number to call and ensure your device is working properly at all times. To test,

1. Turn on your Iridium phone.
2. **Call 001-480-752-5105***
3. If your phone is working, you will hear a call completion confirmation message as well some quick tips on proper handset usage. If you discover that your phone is not operational, contact your Iridium service provider.

PHONE PREFIXES

Canada: +1

Grönland: +299

Island: +354

Iridium Netzwerk +8816

KURZ/GRENZWELLEN

Notruffrequenzen[9]:

Bereich		Frequenzbereich (kHz)		DSC-Anruf Not / Dringlichkeit / Sicherheit	**Notfrequenz**		DSC-Routineanruf in Richtung	
		von	bis		**Sprechfunk**	Telex	Schiff	Land
MW		415	526,5	-	-	-	455,5	458,5
GW		1605	3800	2187,5	2182	2174,5	2177	2189,5
KW	HF04	4000	4438	4207,5	4125	4177,5	4219,5	4208
	HF06	6200	6525	6312	6215	6268	6331	6312
	HF08	8100	8815	8414,5	8291	8376	8436,5	8415
	HF12	12230	13200	12577	12290	12520	12657	12577,5
	HF16	16360	17410	16804,5	16420	16895	16903	16805

EMAIL

Email via Kurzwelle wird mittels Pactor-Modem und dem Sailmail Dienst verwendet.

Unsere Email: HBYxxyy@sailmail.com

Mit Sailmail sollte der Download von Attachments bis 100kB möglich sein.

[9] Quelle: http://www.gmdss.com.au/ITU%20DSC%20op%20spec.pdf

(NOT-) KONTAKTE

CANADIAN COAST GUARD SAR[10]

Rescue Centre Contact Information

Contact your nearest Rescue Centre (listed below) or call the number listed on the first page of your telephone directory under "Maritime and Aeronautical Search and Rescue" or "Maritime Search and Rescue".

EMERGENCY NUMBERS (24 HOUR)

Newfoundland and Labrador

Toll free (within region) +1-800-563-2444
Phone +1-902-427-8200

Nova Scotia, New Brunswick, Prince Edward Island

Toll free (within region) +1-800-565-1582
Phone +1-902-427-8200

Québec

Toll free (within region) 1-800-463-4393
1-418-648-3599
Cellular *16
VHF Channel 16 (156.8 MHZ)
MF Frequency (2182 KHZ)
ASN Channel 70

GREENLAND ICE SERVICE

The Greenland Ice Service is administered by the Center for Ocean and Ice at the Danish Meteorological Institute (DMI).

Alle Kontakte sind hier aufgeführt: „ Informationen Grönland, Seite 12„

[10] Quelle: http://www.ccg-gcc.gc.ca/eng/CCG/SAR_Rescue_Centre_Contact_Information

ICELAND

Icelandic Coast Guard Radio Stations Pollution Reporting Contact Information [11]			
Station	**Call Sign**	**Telephone**	**Facsimile**
Hornafjordur	Hornafjordur Coast Guard Radio	+354-551-1030 +354-552-3440	+354-562-9043
Isafjordur	Isafjordur Coast Guard Radio	+354-551-1030 +354-552-3440	+354-562-9043
Neskaupstadur	Neskaupstadur Coast Guard Radio	+354-551-1030 +354-552-3440	+354-562-9043
Reykjavik	Reykjavik Coast Guard Radio	+354-551-1030	+354-562-9043
Siglufjordur	Siglufjordur Coast Guard Radio	+354-551-1030 +354-552-3440	+354-562-9043
Vestmannaeyjar	Vestmannaeyjar Coast Guard Radio	+354-551-1030 +354-552-3440	+354-562-9043

ISLAND SEARCH AND RESCUE

The Icelandic Coast Guard (ICG) is responsible for search and rescue operations and coordination for the Icelandic Maritime Search and Rescue Region. The ICG operates the Joint Rescue Coordination Center (JRCC) Iceland at the Icelandic Maritime Traffic Service (IMTS), a joint ICG operations, maritime communications, and vessel monitoring center.

The ICG and JRCC Iceland can be contacted, as follows:

1. **Telephone: +354-545-2100 (operations) +354-511-3333 (emergency)**
2. Facsimile: +354-545-2001
3. E-mail: sar@icg.is or reyrad@icg.is

[11] Quelle: Pub 180, p 115

OTHER EMERGENCY NUMBERS[12]

MRCC Bremen: +49 421 536 870

DSRS (Dänemark) +45 7285 0000

RNLI (England) +44 1326 31 75 75

KNRM (Niederlande) +31 2 23 54 2300

SNSM (Frankreich) +33 321 87 21 87

[12] Quelle: Yacht 13, 2017

NAVIGATION

DEKLINATION:

Generell ist die Zuverlässigkeit der magnetischen Kursbestimmung in den Polregionen unzuverlässig. Die Deklination für 3 Positionen mit dem „Magnetic Field Calculator" gerechnet:

Ort	Position	Deklination
Halifax, Canada	Latitude: 44° 40' 48" N Longitude: 63° 39' 4" W	17° 25' W ± 0° 22' changing by 0° 7' E per year
Gothab, Greenland	Latitude: 64° 16' 16" N Longitude: 51° 34' 48" W	27° 15' W ± 0° 33' changing by 0° 22' E per year
Reykjavik, Iceland	Latitude: 64° 8' 6" N Longitude: 21° 53' 42" W	13° 54' W ± 0° 29' changing by 0° 16' E per year

NAVIONICS (AUF IPAD)

Die zwei Kartenbereiche Canada und Greenland decken den gesamten Bereich der Querung ab und erlauben Routenplanung und Tracking.

MAXSEA

Standard Plotter Software mit integrierten Routenplanung und Darstellung der Wetter (Grib) Daten.

RADAR

Rader ist auf der Thaani verfügbar und kann zur Erkennung von Eisbergen eingesetzt werden. Allerdings können **Growlers** praktisch nicht erkannt werden.

AIS

AIS wird aktiv geschalten und dient zur Erkennung von anderen Schiffen (die mit AIS ausgerüstet sind). Die Thaani ist mit einem AIS Transponder ausgerüstet und kann von anderen Schiffen via AIS geortet werden

BEOBACHUNG

Beobachtung mit Feldstecher ist das effektivste Mittel, um Hindernisse wie Eisberge und Growlers und evtl. Eisflösse zu entdecken.

Bei einer Sichtweite von 2 sm und einer Geschwindigkeit von 6 Knoten, muss mindestens **alle 10 bis 15 Minuten** der gesamte Sektor von 09.00 Uhr bis 15.00 Uhr geprüft werden.

Zur Erinnerung kann der „Watch commander" als Timer verwendet werden.

NOTFÄLLE / VERFAHREN

MOTORAUSFALL

Die Konsequenzen bei einem (längeren) bei Motorausfall sind vielfältig:

- Keine Ladung der Batterien über die Alternatoren
- Keine Heizung über den Motor
- Keine Hilfskraft für Notmanöver
- Keine Unterstützung bei Situationen, wo direkt gegen den Wind gearbeitet werden muss

Vorgehen bei Motorausfall

1) Sofortige Reduktion des elektrischen Energieverbrauchs
2) Einsetzen der zusätzlichen Elektro-Erzeuger, wie Wind-, Solar- und Schleppgenerator
3) Analyse des Ausfalls, wenn möglich Reparatur vornehmen
4) **Priorität der Verbraucher (oder zur Ausschaltung: umgekehrte Reihenfolge)**
    a. Autopilot (optimaler Trimm der Segel reduziert den Energieverbrauch des Autopiloten drastisch!)
    b. Kommunikation (Funk, Laden der Geräte)
    c. Navigation (iPads, MaxSea)
    d. Inverter 230V
    e. Positionslichter
    f. Tiefkühler, Kühlschrank
5) Überprüfen der Route, es ist möglich, dass es zu riskant ist in Regionen mit Eis (und Nebel) ohne Motor unterwegs zu sein

Die **elektrische Autonomie** der Thaani: 450 Ah + 350 Ah+125Ah =**925 Ah** Batterien bei einem durchschnittlichen Verbrauch von 15A und einem Ladestrom von 10A über die alternativen Quellen, ergibt etwa **5 Tage**. Wenn alle Verbraucher stillgelegt, resp. Nur sporadisch gebraucht werden, ist eine Autonomie von 15 bis 20 Tagen möglich.

KOLLISION

Wenn eine Kollision mit einer Eisformation eintreten sollte, so ist folgendes Vorgehen empfohlen[13]

1) Motor starten
2) Rettungsinsel einsatzbereit machen (nicht öffnen), Grab bag in Cockpit bereitstellen
3) Bilgenpumpe EIN, kontrollieren, dass sie läuft
4) Schaden analysieren, Wassereintritt?, Strukturen beschädigt?
5) Dinghy wassern und nachschleppen
6) Funkkontakt / Telefonanruf mit nächster MRSI Station, dass Yacht Leck hat
7) Kann mit Trimm oder Segelkurs Leck über Wasserlinie gebracht werden?
8) Warme Kleider, Ölzeug und Schwimmweste anziehen
9) Reparatur des Lecks
10) Erst wenn die Yacht am Untergehen ist, wird der Epirb befestigt an der Rettungsinsel aktiviert
11) Notruf absetzen, siehe Kapitel „Notruf VHF, Seite 45"

WASSEREINBRUCH UND PUMPEN

An Bord sind insgesamt 4 Pumpen

1. Eine Handpumpe im Cockpit
2. Die Bilgenpumpe mit Batterie
3. Zwei Pumpen auch mit Batterie.

Total können ca. 2000 Liter / h gelenzt werden.

Ein Leck mit 7 cm Durchmesser, 30 cm unter der Wasserlinie, lässt ca. 500l pro Minute einfliessen! Also 30'000 Liter /h[14]

Also → Leckfläche reduzieren hat erste Priorität!

[13] Quelle: Keith Colwell, Sicherheit auf See, Seite 34
[14] Quelle: Keith Colwell, Sicherheit auf See, Seite 34

MOB

MANÖVER[15]

1. Eine Person (Beo)beobachtet permanent den über Bord gegangenen
2. Schiffsführer (SF) drückt gleichzeitig 2 Finger auf den Bildschirm => MOB Programm
3. Beobachter schmeisst Rettungsring mit Driftanker, Leuchtboje und aufblasbare Boje ins Wasser (alles miteinander verbunden)
4. Unter Segel: Schiffsführer geht sofort auf halben Wind, SF: Gross komplett dicht nehmen
5. SF 180° *Wende, Fock oder Genua **back** stehen lassen
6. SF Sofort Motor starten, nicht einkuppeln
7. SF Unter Segel zum MOB segeln.
8. BEO Person finden und sichern
9. BEO Person **seitwärts** an Bord bringen (Dirk, Spifall,)

ÜBERLEBENSZEIT IN KALTEM WASSER

Survival Time versus Water Temperature[16]		
Water Temperature	**Exhaustion or Unconsciousness**	**Expected Time of Survival**
0°C	15 minutes	15-45 minutes
0°-5°C	15-30 minutes	30-90 minutes
5°-10°C	30-60 minutes	1-3 hours
10°-15°C	1-2 hours	1-6 hours
15°-20°C	2-7 hours	2-40 hours
20°-25°C	3-12 hours	3 hours- indefinite
25°C	Indefinite	Indefinite

[15] Quelle: Keith Colwell, Siherheit auf See, Seite 48
[16] Quelle pub180.p 29

REICHWEITE UNTER MOTOR

600 sm Dieselverbrauch: Total an Diesel 380 Liter (inkl. Reserve) an Bord. Verbrauch pro Stunde 3.5 L bei 6 Ktn (Fahrt durchs Wasser) → Reichweite ist **651 sm**

Dazu noch 2 x 30l Kanister mehr, verstaut an Deck, und wir dieseln den ganzen Weg bis Grönland ;-)

INFORMATIONEN ZU MARINAS UND ANKERPLÄTZEN

BETONNUNGSSYSTEM[17]

Land	Betonnungssystem
Canada	Region B
Greenland	Region A
Iceland	Region A

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Maritime Buoyage System is followed by most of the world's maritime nations; however, systems used in some foreign waters may be different. IALA buoyage is divided into two regions: Region A and Region B. All navigable waters of the United States follow IALA Region B rules, except U.S. possessions west of the International Date Line and south of 10° north latitude, which follow IALA Region A rules.

The **major difference** between the two buoyage regions is the **colour of the lateral marks**. Region A uses red to port and Region B uses red to starboard (red-right-returning). The shapes of the lateral marks are the same in both regions, can to port and cone (nun) to starboard, when entering from seaward. Cardinal and other marks, such as those for isolated dangers, safe water and special marks are also the same in both regions. Section Q and Appendix 1 illustrate the IALA buoyage system for both Regions A and B.

GUIDES

http://www.pilot-press.com

http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.asp

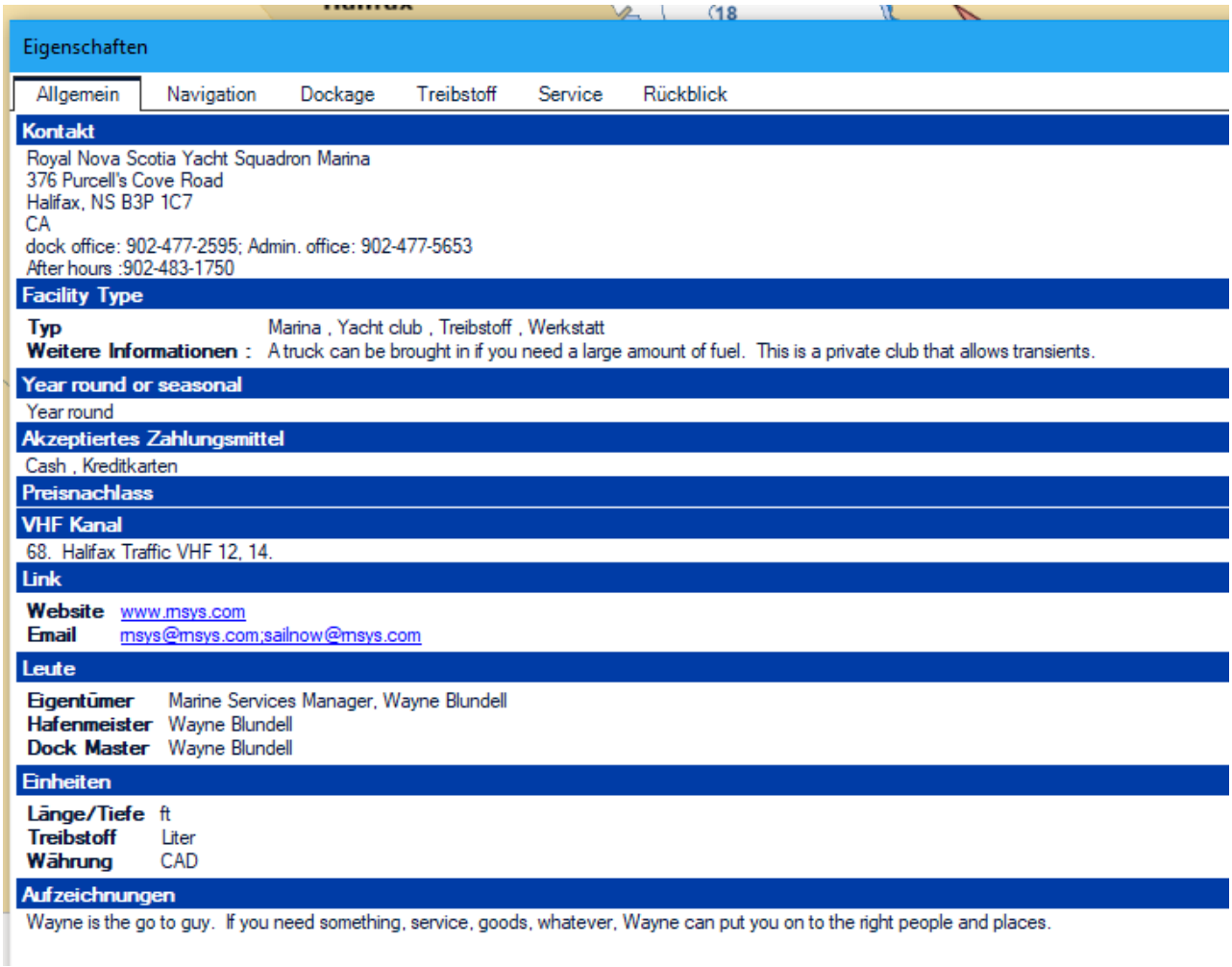
HALIFAX (44°39'N., 63°35'W.) [18]

World Port Index No. 6340

Yacht Shop Halifax: https://shop.yachtshop.ca/service/
3514 Joseph Howe Dr., Halifax, Nova Scotia, B3L 4H7

[17] Quelle: Chart 1
[18] Quelle: pub 145, p 82

Royal N.S. Yacht Squadron



Eigenschaften

Allgemein | Navigation | Dockage | Treibstoff | Service | Rückblick

Kontakt

Royal Nova Scotia Yacht Squadron Marina
376 Purcell's Cove Road
Halifax, NS B3P 1C7
CA
dock office: 902-477-2595; Admin. office: 902-477-5653
After hours :902-483-1750

Facility Type

Typ Marina , Yacht club , Treibstoff , Werkstatt
Weitere Informationen : A truck can be brought in if you need a large amount of fuel. This is a private club that allows transients.

Year round or seasonal

Year round

Akzeptiertes Zahlungsmittel

Cash , Kreditkarten

Preisnachlass

VHF Kanal

68. Halifax Traffic VHF 12, 14.

Link

Website www.msys.com
Email msys@msys.com;sailnow@msys.com

Leute

Eigentümer Marine Services Manager, Wayne Blundell
Hafenmeister Wayne Blundell
Dock Master Wayne Blundell

Einheiten

Länge/Tiefe ft
Treibstoff Liter
Währung CAD

Aufzeichnungen

Wayne is the go to guy. If you need something, service, goods, whatever, Wayne can put you on to the right people and places.

Wayne L. Blundell
Marine Services Manager
Royal N.S. Yacht Squadron
376 Purcell Cove Road
Halifax. Nova Scotia B3P-1C7
VHF CH: 68
1-902-477-2595 Dock Office
1-902-483-1750 Cell Phone
1-902-477-6298 Fax
E-Mail-----dockmaster@rnsys.com

3.6 Halifax Harbor, one of the finest natural harbours in the world, is entered between **Chebucto Head** (44°30'N., 63°31'W.) and Devils Island, about 5.5 miles NNE. Devils Island, 4.6m high and treeless, is almost joined to Hartlen Point, about 0.4 mile NNE, at LW by a shingle spit. Chebucto Head, 30.5m high, is composed of whitish rock. The harbour currently accommodates oil tankers greater than 100,000 tons capacity and has long served as a naval base. Several naval surface and submarine exercise areas are situated in the approaches to Halifax Harbor. In 1992, 1,711 vessels used this port, including 1,242 international movements, totalling more than 31.9 million gt. The port handled 13.9 million tons of cargo in 1992. The coast in the vicinity of Halifax is of moderate elevation, the hills near the shore are seldom more than 61m high. To the E of the harbour, as far as Jeddore Head, almost all the headlands are composed of cliffs of reddish sand, clay, and boulders; while to the W, as far as Mars Head, white granite predominates. The colour of

the cliffs are a good guide as to whether a vessel is E or W of the entrance.

Although the dangers in the approaches necessitate great caution during fogs, which are prevalent and accompany all winds from seaward, the harbor is easier to access than any other large harbour on this coast. Halifax Harbour is a terminus and port of call for shipping all year, as ice is never a problem.

Halifax Port Authority Home Page: http://www.portofhalifax.ca

LISCOMB HARBOUR (45°00'N, 62°01'W)

3.38 Liscomb Harbor (45°00'N., 62°01'W .), a small practically landlocked harbor, is entered between Liscomb Island and the mainland from Liscomb Point to Smoke Point. Pye Point, on the N side of the harbor, about 1.3 miles NW of Smoke Point, is the S extremity of a small peninsula separating Little Liscomb Harbor from Spanish Ship Bay, a large indentation with numerous islands and rocks. An aquaculture facility has been established on the E side of Spanish Ship Bay in an area 305m in radius from position 45°01'12"N, 62°00'43"W. Mariners are requested to avoid this area.

Liscomb Harbor proper lies W of a line drawn S from Pye Point; the area E of this line is known as the outer harbor. Slate Cliff, 7.6m high, lies on the S shore of the harbor, about 0.5 mile SSW of Pye Point. Lang Island lies in the entrance to Spanish Ship Bay, about 0.4 mile WNW of Pye Point. Foul ground extends about 320m S of the island.

About 1 mile W of Pye Point the harbor is contracted by shoals, but a channel, with a width of about 0.1 mile and buoyed in places, leads to Liscomb Mills, located at the head of the harbor.

The tidal rise at Liscomb Harbor is 1.7m at MHWS and 1.6m at MHWN. The public wharf at Pye Point, 48m long, with a depth of 4.6m alongside its face, is in a state of disrepair and closed to vessel traffic.

Anchorage.— T he best anchorage, in 7m, mud, lies about 0.4 mile SW of Pye Point. A submarine power cable is laid from Gravel P oint, the N W extremity of Liscomb Island, to the mainland N of Harlan Point, which lies about 1.5 miles WNW of Gravel Point.

Directions.—Approaching Liscomb Harbor from the W, keep seaward of **Hawbolt Rock** (44°55'N., 61°57'W.) until Liscomb church bears about 332° and is open E of Liscomb Point, then alter course and steer with the church bearing 328° and seen over the W extremity of Hemloe Island, passing NE of the lighted bell buoy close E of Liscomb Shoal and abreast Mackerel Shoal. Then round Smoke Point at a distance of about 0.3 mile, and alter course to pass midway between Pye Point and the S shore to the anchorage.

Approaching from the E, steer for Smoke Point, bearing 304° and in line with Pye Point, passing NE of the lighted bell buoy close E of Liscomb Shoal. When abreast Mackerel Shoal, steer for the church at Liscomb bearing 328°, seen over the shingle or open W of the trees on the W extremity of Hemloe Island; then proceed as previously directed.

3.39 Little Liscomb Harbor (45°01'N., 61°58'W.) is entered between **Redman Head** (45°01'N., 61°57'W.), a steep wooded bluff, 30.5m high, and Hog Island, about 0.7 mile W.

The harbor area includes the area E, N, and W of Hemloe Island. The harbor affords fair anchorage for small vessels, and can also be entered from the S and W by vessels with local knowledge.

Depths—Limitations.—There is a government wharf at Liscomb on the W shore of the harbor, about 2 miles WNW of Redman Head. The wharf is L-shaped, 46m long, with an outer face 19m in length. Along both sides of the wharf is a least depth of 3.4m. Nine small white oil tanks stand close W of the wharf; a church with a steeple is conspicuous from seaward.

It has been reported (2013) the pier was available only to small craft and is closed to commercial shipping.**A spect.—**Shag L edge lies from 0.25 to 0.8 mile E of Redman Head. A dark rock, 0.9m high, lies on the outer edge of the ledge. Robar Rock, with 0.6m, lies on the W end of Shag Ledge, about 0.3 mile ESE of Redman Head.

A shoal, with a depth of 3.7m, lies about 0.3 mile S of Redman Head. A bank, with a least depth of 5.8m, extends about 0.2 mile S from Redman Head. Foul ground extends nearly 0.2 mile E from Hog Island.

Indian Point lies nearly 0.5 mile NNW of Redman Head, and from it a bank, with less than 4.6m, extends about 0.2 mile S.

Anchorage.— There is good anchorage for small vessels, in 6.6 to 8m, mud, about 0.3 mile SSW of Indian Point.

Directions.—To enter Little Liscomb Harbor from the E, approach from the SW of the lighted bell buoy moored about 1.5 miles E of Crook Point, with Redman Head in line bearing 303° with the NE side of Hemloe Island. When abreast Robar Rock, alter course W to pass between the 3.7m shoal and the bank extending S of Redman Head. Then alter course NW to the anchorage, passing between Redman Head and the ledge, marked by a buoy, extending E from Hog Island.

Caution.—Without local knowledge, a vessel should not proceed farther than the anchorage without the services of a pilot.

An aquaculture facility is situated off Hemloe Island in an area 122m in radius from position 45°00'50"N, 61°59'11"W. Mariners are requested to avoid this area.

KELLY COVE

Anchorage.—Kelly Cove, on the W side of Kelly Point, just within the entrance, has depths of 3.7 to 7.9m and is sheltered from all but SW winds. Good anchorage, in 9.1 to 11m, sand, can be obtained off the entrance out of the main tidal currents. There is a government wharf at New Campbellton, on the E side of the cove, which is 24m long, with a depth of 4.3m alongside its outer face, which is 20m long.

There is another government wharf close S of Duffus Point, Boularderie Island. It is made of two L-shaped ends, together having an outer face 84m long, with depths of 3.4 to 4.6m alongside. A light is shown on the head of this wharf.

A bridge and causeway, marked by obstruction lights, crosses Great Bras d'Or close NE of the Seal Islands. The navigational span has a vertical clearance of 36m. Strong tidal

currents were observed on both the rising and falling tides in the vicinity of the bridge.

A power transmission cable crosses Great Bras d' Or close N of **Munro Point** (46°10'N., 60°34'W.). The overhead clearance of the cable is about 35m. [19]

ST. PETER'S

pub 145, p.125

RED BAY (OPEN)

MARY'S HARBOUR (52°18'55"N 55°50'01"W)

Population: 474

http://www.southernlabrador.ca/home/marys_harbour.htm

Services:

- ✔ ATM
- ✖ Cell phone service
- ✔ Highspeed Internet
- ✔ Post office
- ✔ Road access

Shopping:

- ✔ Convenience items
- ✔ Food service
- ✔ Gasoline
- ✔ Groceries

Travel by road to other towns...

Port Hope Simpson	54 km	(32 mi)
L'Anse au Loup	139 km	(83 mi)
Forteau	154 km	(92 mi)

Mary's Harbour surrounds the beautiful St. Mary's River. St. Mary's River was the site of a salmon fishery as early as the 1780's. However, Mary's Harbour was not a permanent settlement until after a fire at Battle Harbour in 1930. The International Grenfell Association decided to relocate its hospital and boarding school, destroyed by

[19] Quelle: pub 145, p 154

the fire, from Battle Harbour to Mary's Harbour. Mary's Harbour has always depended on the fishery for its livelihood. Since the cod moratorium the community has thrived on the crab fishery. The Labrador Fishermen's Union Shrimp Company employs over 120 people at the local crab processing facility. It is also the gateway to the National Historic District of Battle Harbour.

ST. JOHN HARBOUR (50°48'N, 57°15'W) DIESEL?

1.19 St. John Harbor (50°48'N., 57°15'W.) indents the SW side of St. John Island between Pigasses Point and Photo- graph Point, about 0.5 mile SE.

Tides—Currents.—Tidal currents are inappreciable in St. John Harbor.

Depths—Limitations.—Depths in St. John Harbor decrease gradually from over 37m in the entrance to 9.1m and 10.9m at the head, about 1.3 miles E.

Anchorage.— Temporary anchorage for small vessels can be obtained in Sesostris Bay, 0.25 mile E of The Fox, in 16.4 to 24m, sand and mud. Small vessels can anchor in The Haven, in 9.1m, mud. Vessels over 30m in length are recommended to haul into The Haven. The holding ground and shelter is good; in heavy W gales the swell rolls in. Temporary anchorage for small vessels can be obtained in Sesostris Bay 0.25 mile E of The Fox, in 16 to 24m, sand and mud. Small vessels can anchor in The Haven, in 9.1m, mud. The holding ground and shelter is good. During heavy W gales, a swell rolls into The Haven.

Caution.—O'Rourke Shoal, with a least depth of 9.1m, lies about 1.5 miles WSW of Photograph Point. Seal Rocks, 2.1m high, lie on the SE side of a reef which extends more than 0.35 mile WSW from a position about 0.8 mile SW of Photograph Point. Coombe Rock, a 5.5m rocky patch, lies about 1 mile S of Seal Rocks. Coral Bank, on which there is a least depth of 10m, lies on the S side of the entrance of St. John Harbor. Rocks and shoals extend about 182m W and SW from Photograph Point. Close within Photograph Point, the S side of St. John Harbor is bordered by a shoal 45m offshore. The Fox, a rock awash, lies on a flat, about 45m offshore, in a position about 0.8 mile E by S of Pigasses Point. The N side of the harbor is bordered by shoal flats extending a short distance offshore. About 0.3 mile E of Pigasses Point, however, the flats extend 230m offshore.

NARSARSUAQ (NARSSARSSUAQ) (61°09'N, 45°26'W)

1.34 Narsarsuaq (Narssarssuaq) (61°09'N., 45°26'W.) (World Port Index No. 590) is locate inside Skovfjord and Tunulliarrrfik. The settlement is situated on the E side of the reach approximately 4 miles within the entrance. The port is open from May to November and closed during the winter months because of ice accretion. There are facilities for handling cargo and small containers.

A pier, 140m long, extends from the shore. There are depths of 6 to 11m alongside its W side and 5 to 8m alongside its E side. Vessels up to 130m in length and 8m draft have been accommodated.

A meteorological observation station and airfield are located here.

Narsarsuaq airstrip (foreground) and Qassiarsuk (background)

Winds—Weather.—Winds from the SE can reach very strong gale strength. In addition, mountain squalls can blow out of Qoroq. There is heavy mooring equipment on the quay and it should be used by larger vessels during SE winds.

Ice.—An ice patrol and reporting service covering West Greenland is operated from **Iscentralen Narsarssuaq** (61°09'N., 45°25'W.). See Pub. 180, Sailing Directions (Planning Guide) Arctic Ocean for further information.

Tides—Currents.—Tides rise 3.0m at springs and 1.6m at neaps. Strong winds from the SE may lower the water level by up to 1m. **Pilotage.—**There are no pilots, but persons with local knowledge are available. An ETA should be sent at least 24 hours in advance. The port may be contacted by VHF.

The port is ice-bound during the winter and is open to entry only during the season from about mid-May to mid-October. **Caution.—**Areas outside the fairway are not sufficiently well charted for vessels to proceed into them without local knowledge.

A strong NE current can occur off the pier. T he pier is not solid and caution is advised during berthing.

NARSAQ (NARSSAQ) (60°55'N, 46°03'W)

1.32 Narsaq (Narssaq) (60°55'N., 46°03'W.) (World Port Index No. 585), a large settlement, stands on the mainland coast at the head of a cove 1.25 miles NW of Narsaq Pynt (Nuugaarsuk). A radiobeacon is reported to be situated close SE of the settlement.

Winds—Weather.—Winds from the SE occur most frequently, but they can be accompanied by very strong mountain squalls. Winds from the SW rarely occur, but do so without previous warning, sending a violent sea and swell into the harbor.

Tides—Currents.—Spring tides rise 3m and neap tides 1.6m. Winds from SW can raise the water level by as much as 0.3m. Winds from NE can lower the level by the same amount. **Depths—Limitations.—**West Harbor, located in the cove, can be used by small vessels which anchor and moor stern-to, in depths up to 8m.

East Harbor is located in a bay close SE of the settlement. There are mooring buoys in the E part of the harbor. There is a quay for fishing vessels and a small oil jetty in the N part of the harbor. The main quay is 60m long, with a depth of 8.6m alongside. Vessels up to 135m in length and 7.5m draft can be accommodated alongside. Vessels can also anchor in the middle of the harbor, in a least depth of 20m. The recommended anchorage berth lies at the intersection of the alignments of two pairs of range lights.

A small islet, connected to the coast by a spit, is located on the E side of the entrance to the cove. A 3.4m shoal patch lies 0.1 mile NW of the islet, at the S end of a bank with depths of less than 10m, which occupies the central part of the entrance to the cove.

When anchoring in East Harbor, local knowledge is required due to the presence of outfall pipelines and poor holding ground. The open season is March to February, but winter ice may occur and close to the port during summer. It is reported that only ice-strengthened vessels may enter the port from January to early August.

Pilotage.—Pilotage is not compulsory but is recommended. An unlicensed local pilot is available. Vessels should send an ETA at least 24 hours in advance. The harbor may be contacted on VHF channels 13 and 16 or via Julianehaab radio.

NARSAQ KUJALLEQ (FREDERIKSDAL) (60°00'N, 44°40'W)

1.11 Narsaq Kujalleq (Frederiksdal) (60°00'N., 44°40'W.) is a small fishing port situated within the E entrance point of Narssap Sarqa (Narsap Saqqaa), a short fjord. It stands at the head of a bay, open to the S, which forms a small harbor. Medium-sized vessels can anchor, in depths of 18 to 26m, clay and sand, good holding ground 0.5 mile S of the church in the port. At the intersection of two pairs of range beacons, small vessels can anchor 0.3 mile SSE of the church, in a depth of 11m, good holding ground. When the main anchorage berths cannot be used because of ice or swell, vessels may anchor within the small bays located 0.75 mile and 1.5 miles NNW of the church. There are no pilots, but persons with local knowledge are available. The harbor can be contacted on VHF channels 12 and 16 during the day.

Narssap Sarqa (Narsap Saqqaa) is entered between Nugssuaq (59°59'N., 44°40'W.), the SE extremity of the Fredeiksdal Promontory, and the SW extremity of the Ostproven

Promon- tory, 2 miles W. Tikaquta (Tikaagutaa) Mountain, rising to an elevation of 1,405m, stands at the head of this fjord.

Range lights are established on Nugssuaq and, in line bearing 063°, lead from SW into the entrance of the fjord. A radio mast stands close ENE of the rear light. Range lights are established on an islet lying off the Osproven Promontory. They lead, in line bearing 285°, from E into the entrance of the fjord.

Foul ground extends 0.75 mile N of Nugssuaq.

IKERASASSUAQ (OPEN)

REYKJAVIK

Reykjavik Port Authority Home Page

http://www.faxaports.is

Contact Information.—The harbormaster can be contacted, as follows:

1. VHF: Channels 12 and 16
2. Telephone: 354-525-8931
3. Facsimile: 354-525-8991
4. E-mail: gisli@gaxaports.is

The port authority can be contacted, as follows:

1. Telephone: 354-525-8900
2. Facsimile: 354-525-8990

TIDENTABELLE NARSAQ

NARSAQ

Vestgrønlandsk tid (UT-3 timer) **2017**

Juli

	Tid	m		Tid	m
1	0555	0.8	**16**	0442	0.6
	1215	2.2		1102	2.5
L	1815	1.1	S	1705	0.9
☽			☾	2318	2.5
2	0024	2.3	**17**	0545	0.6
	0703	0.9		1214	2.5
S	1330	2.2	M	1824	0.9
	1942	1.2			
3	0136	2.2	**18**	0030	2.4
	0809	0.9		0656	0.6
M	1439	2.3	Ti	1329	2.6
	2101	1.1		1950	0.9
4	0245	2.1	**19**	0147	2.4
	0906	0.9		0808	0.6
Ti	1536	2.4	O	1440	2.8
	2202	1.0		2107	0.7
5	0342	2.1	**20**	0259	2.4
	0951	0.9		0914	0.5
O	1620	2.5	To	1542	3.0
	2248	1.0		2210	0.5
6	0427	2.1	**21**	0402	2.5
	1029	0.8		1012	0.3
To	1655	2.6	F	1637	3.2
	2326	0.9		2305	0.4
7	0503	2.1	**22**	0457	2.7
	1100	0.8		1103	0.2
F	1725	2.7	L	1727	3.3
	2356	0.8		2354	0.2
8	0533	2.2	**23**	0548	2.7
	1128	0.7		1151	0.1
L	1754	2.8	S	1813	3.4
			●		
9	0024	0.7	**24**	0039	0.1
	0601	2.2		0635	2.8
S	1157	0.6	M	1236	0.1
○	1821	2.9		1857	3.4
10	0050	0.7	**25**	0122	0.1
	0630	2.3		0720	2.8
M	1227	0.6	Ti	1321	0.2
	1851	2.9		1939	3.3
11	0118	0.6	**26**	0204	0.2
	0703	2.4		0803	2.7
Ti	1300	0.5	O	1403	0.3
	1924	3.0		2021	3.2
12	0149	0.6	**27**	0246	0.3
	0739	2.4		0848	2.6
O	1336	0.5	To	1447	0.5
	1959	3.0		2103	2.9
13	0224	0.5	**28**	0328	0.5
	0819	2.5		0933	2.5
To	1417	0.5	F	1532	0.7
	2039	2.9		2147	2.7
14	0303	0.5	**29**	0412	0.7
	0906	2.5		1023	2.4
F	1504	0.6	L	1622	0.9
	2124	2.8		2233	2.4
15	0349	0.5	**30**	0500	0.8
	0959	2.5		1120	2.2
L	1559	0.7	S	1723	1.1
	2216	2.7	☽	2327	2.2
			31	0556	1.0
				1230	2.1
			M	1848	1.3

August

	Tid	m		Tid	m
1	0036	2.0	**16**	0002	2.4
	0706	1.1		0621	0.7
Ti	1350	2.1	O	1259	2.6
	2030	1.3		1928	0.9
2	0200	1.9	**17**	0126	2.3
	0818	1.1		0743	0.7
O	1501	2.2	To	1418	2.7
	2145	1.2		2053	0.8
3	0314	1.9	**18**	0247	2.3
	0917	1.1		0900	0.6
To	1553	2.4	F	1528	2.9
	2233	1.1		2200	0.6
4	0405	1.9	**19**	0354	2.5
	1000	1.0		1003	0.4
F	1630	2.5	L	1626	3.1
	2307	1.0		2254	0.4
5	0441	2.0	**20**	0451	2.6
	1036	0.9		1056	0.3
L	1701	2.6	S	1715	3.2
	2334	0.9		2342	0.2
6	0512	2.1	**21**	0539	2.8
	1108	0.7		1143	0.2
S	1730	2.8	M	1800	3.3
			●		
7	0000	0.7	**22**	0024	0.1
	0541	2.3		0624	2.9
M	1139	0.6	Ti	1227	0.1
○	1800	2.9		1842	3.3
8	0025	0.6	**23**	0103	0.1
	0612	2.4		0704	2.9
Ti	1212	0.5	O	1308	0.2
	1831	3.0		1922	3.2
9	0054	0.5	**24**	0142	0.2
	0645	2.6		0743	2.8
O	1247	0.4	To	1348	0.3
	1904	3.1		2000	3.1
10	0124	0.4	**25**	0218	0.3
	0721	2.7		0821	2.7
To	1324	0.3	F	1426	0.5
	1940	3.1		2036	2.8
11	0159	0.3	**26**	0252	0.5
	0800	2.8		0859	2.6
F	1405	0.4	L	1504	0.7
	2018	3.0		2112	2.6
12	0237	0.3	**27**	0326	0.7
	0844	2.8		0938	2.4
L	1449	0.4	S	1545	0.9
	2102	2.9		2147	2.3
13	0320	0.4	**28**	0400	0.9
	0933	2.7		1021	2.3
S	1540	0.6	M	1631	1.1
	2151	2.7		2227	2.0
14	0409	0.5	**29**	0436	1.1
	1031	2.7		1115	2.1
M	1641	0.7	Ti	1739	1.3
	2249	2.5	☽	2319	1.8
15	0508	0.6	**30**	0527	1.2
	1140	2.6		1233	2.1
Ti	1757	0.9	O	1940	1.4
☾					
			31	0052	1.7
				0657	1.3
			To	1406	2.1
				2121	1.3

September

	Tid	m		Tid	m
1	0239	1.7	**16**	0239	2.3
	0833	1.3		0848	0.7
F	1513	2.2	L	1512	2.8
	2207	1.2		2146	0.5
2	0339	1.8	**17**	0347	2.5
	0930	1.1		0953	0.5
L	1557	2.4	S	1611	3.0
	2237	1.0		2239	0.3
3	0416	2.0	**18**	0440	2.7
	1011	0.9		1046	0.3
S	1631	2.6	M	1700	3.1
	2302	0.8		2323	0.2
4	0447	2.2	**19**	0526	2.9
	1047	0.8		1132	0.2
M	1703	2.7	Ti	1744	3.2
	2328	0.7			
5	0518	2.4	**20**	0003	0.1
	1121	0.6		0607	2.9
Ti	1735	2.9	O	1214	0.2
	2355	0.5	●	1824	3.1
6	0551	2.6	**21**	0039	0.2
	1156	0.4		0645	3.0
O	1808	3.0	To	1252	0.2
○				1900	3.0
7	0025	0.3	**22**	0113	0.2
	0625	2.8		0720	2.9
To	1232	0.3	F	1329	0.3
	1842	3.1		1934	2.9
8	0057	0.2	**23**	0145	0.4
	0701	3.0		0753	2.8
F	1310	0.2	L	1404	0.5
	1918	3.1		2006	2.7
9	0133	0.2	**24**	0214	0.5
	0740	3.0		0824	2.7
L	1351	0.2	S	1438	0.7
	1958	3.0		2036	2.4
10	0210	0.2	**25**	0240	0.7
	0823	3.0		0856	2.5
S	1434	0.3	M	1512	0.9
	2041	2.9		2104	2.2
11	0252	0.3	**26**	0304	0.9
	0910	2.9		0929	2.4
M	1524	0.5	Ti	1549	1.1
	2129	2.7		2133	2.0
12	0340	0.4	**27**	0328	1.1
	1005	2.8		1009	2.2
Ti	1624	0.7	O	1638	1.3
	2228	2.5		2212	1.8
13	0439	0.6	**28**	0400	1.2
	1112	2.7		1108	2.1
O	1739	0.8	To	1810	1.4
☾	2343	2.3	☽	2330	1.7
14	0555	0.8	**29**	0504	1.3
	1234	2.6		1241	2.1
To	1912	0.9	F	2018	1.3
15	0114	2.2	**30**	0141	1.7
	0725	0.8		0722	1.4
F	1359	2.7	L	1411	2.1
	2039	0.7		2115	1.2

Datum of Predictions = Chart Datum
Tidspunkterne er angivet i vestgrønlandsk tid (UT-3 timer). Ved sommertid skal tiderne øges med 1 time.

LATEST ICE FORECAST FROM JUNE 15TH, 2017

FECN18 CWIS 151800
THIRTY DAY ICE OUTLOOK FOR EAST NEWFOUNDLAND WATERS AND THE LABRADOR COAST ISSUED BY ENVIRONMENT CANADA ON 15 JUNE 2017 FOR MID-JUNE TO MID-JULY. THE NEXT 30 DAY ICE OUTLOOK WILL BE ISSUED ON 29 JUNE 2017.

Average air temperatures were below normal in the first half of June. Air temperatures will be below normal for mid-June to mid-July.

Labrador Coast and Strait of Belle Isle.
June 15 to 25.
- 1 to 3 tenths of first-year ice including a trace of old ice along the coast
- Elsewhere, bergy water.
- After June 18, remaining ice melting completely to bergy water.

June 26 to July 15.
- Bergy water.

Lake Melville.
June 15 to July 15.
- Ice free.

Newfoundland.
June 15 to 25.
- 7 to 9 plus tenths of first-year ice with two tenths of old ice extending up to 30
- nautical miles offshore in Notre Dame Bay and east to Cape Freels
- 1 to 3 tenths of old ice near the Grey Islands
- Elsewhere, bergy water

June 26 to July 15.
- 2 to 4 tenths of old ice in Notre Dame Bay and extending up to 20 nautical miles offshore
- Elsewhere, bergy water
- After July 5, remaining ice melting completely to bergy water

Und ihre Definition für **Bergy Water:**

> An area of freely navigable water in which ice of land origin is present. Other ice types may be present, although the total concentration of all other ice is less than 1/10.

WACHPLAN 3 PERSONEN

Immer 1 Person an Deck, Yacht läuft unter Autopilot, keiner verlässt Cockpit ohne 2. Mann an Deck. Zeitumstellungen werden über Tag vorgenommen.

A

Seetag 1,4,7,10,13,16,19,22

	Rolf	*Paul*
	Koch	Abwasch Aufräumen
Zeit	Wache	*Man-över*
13:00	**Werner** 1100- 1500	
14:00		
15:00	**Rolf** 1500- 1700	
16:00		
17:00	**Paul** 1700-1900	
18:00		
19:00	**Werner** 1900-2300	
20:00		
21:00		
22:00		
23:00	**Rolf** 2300-0300	
00:00		
01:00		
02:00		
03:00	**Paul** 0300-0700	
04:00		
05:00		
06:00		
07:00	**Werner** 0700-1100	
08:00		
09:00		
10:00		
11:00	**Rolf** 1100-1500	
12:00		

B

Seetag 2,5,8,11,14,17,20,23

	Paul	*Werner*
	Koch	Abwasch Aufräumen
Zeit	Wache	*Man-över*
13:00	**Rolf** 1100-1501	
14:00		
15:00	**Paul** 1500- 1700	
16:00		
17:00	**Werner** 1700-1900	
18:00		
19:00	**Rolf** 1900-2300	
20:00		
21:00		
22:00		
23:00	**Paul** 2300-0300	
00:00		
01:00		
02:00		
03:00	**Werner** 0300-0700	
04:00		
05:00		
06:00		
07:00	**Rolf** 0700-1100	
08:00		
09:00		
10:00		
11:00	**Paul** 1100-1500	
12:00		

C

Seetag 3,6,9,12,15,18,21,24

	Werner	*Rolf*
	Koch	Abwasch Aufräumen
Zeit	Wache	*Man-över*
13:00	**Paul** 1100-1501	
14:00		
15:00	**Werner** 1500- 1700	
16:00		
17:00	**Rolf** 1700-1900	
18:00		
19:00	**Paul** 1900-2300	
20:00		
21:00		
22:00		
23:00	**Werner** 2300-0300	
00:00		
01:00		
02:00		
03:00	**Rolf** 0300-0700	
04:00		
05:00		
06:00		
07:00	**Paul** 0700-1100	
08:00		
09:00		
10:00		
11:00	**Werner** 1100- 1500	
12:00		

NOTRUF VHF

VHF Kanal 16

DSC auswählen, 10 Sekunden drücken

Mayday Mayday Mayday

1) Funkgerät VHF/UHF EIN
2) Kanal 16 einstellen
3) High Power wählen
4) Wenn DSC, dann "Distress Code für Mayday auswählen", DSC Knopf mindestens 10 Sekunden gedrückt halten
5) Ruftaste drücken und folgende Meldung absetzen:

MAYDAY, MAYDAY, MAYDAY "This is Sailing Yacht Thaani, Thaani, Thaani" (Schiffsname 3 x wiederholt) MAYDAY "Yacht Thaani" (Schiffsname 1 x wiederholt) My Position is - Längen- und Breitengrad oder rechtweisende Peilung zu einem bekannten Punkt; Was ist passiert, Welche Bedrohung besteht, wie viele Personen und deren Zustand, was wird gebraucht.

OVER

Hier ist ein Beispiel: MAYDAY, MAYDAY, MAYDAY. This is Thaani, Thaani, Thaani.

MAYDAY, Sailing Yacht Thaani. My Position is: 60° 25' Nord and 44°55' West. We collided with an Iceberg and have a critical leakage. We expect the yacht to sink within the next 30 minutes. We are 3 adults on board; all are doing well. Need immediate assistance / rescue. OVER

6) Ruftaste loslassen, lauschen
7) Wenn sich jemand meldet (in der Regel die Küstenfunkstelle) zuhören und antworten
8) Wenn innerhalb von 3 Minuten keine Antwort kommt, MAYDAY wiederholen und so weiterfahren In Küstennähe versuchen über Mobiltelefon Polizei oder andere Rettungsdienste zu erreichen Signalraketen bereithalten Funkgerät immer auf Kanal 16 lassen; Epirb ins Wasser werfen
9) Rettungsinsel bereitmachen (NICHT EINSTEIGEN) Verletzte versorgen; Anrufname Bremen Rescue Telefonische Alarmierung +49 421 53 68 70 Medizinische Beratung Cuxhaven (MEDICO) +49 4721 785

Alpha Bravo Charly Delta Echo Foxtrott Golf Hotel India Juliett Kilo Lima Mike November Oskar Papa Quebeq Romeo Sierra Tango Uniform Victor Wiskey Xray Yankee Zulu