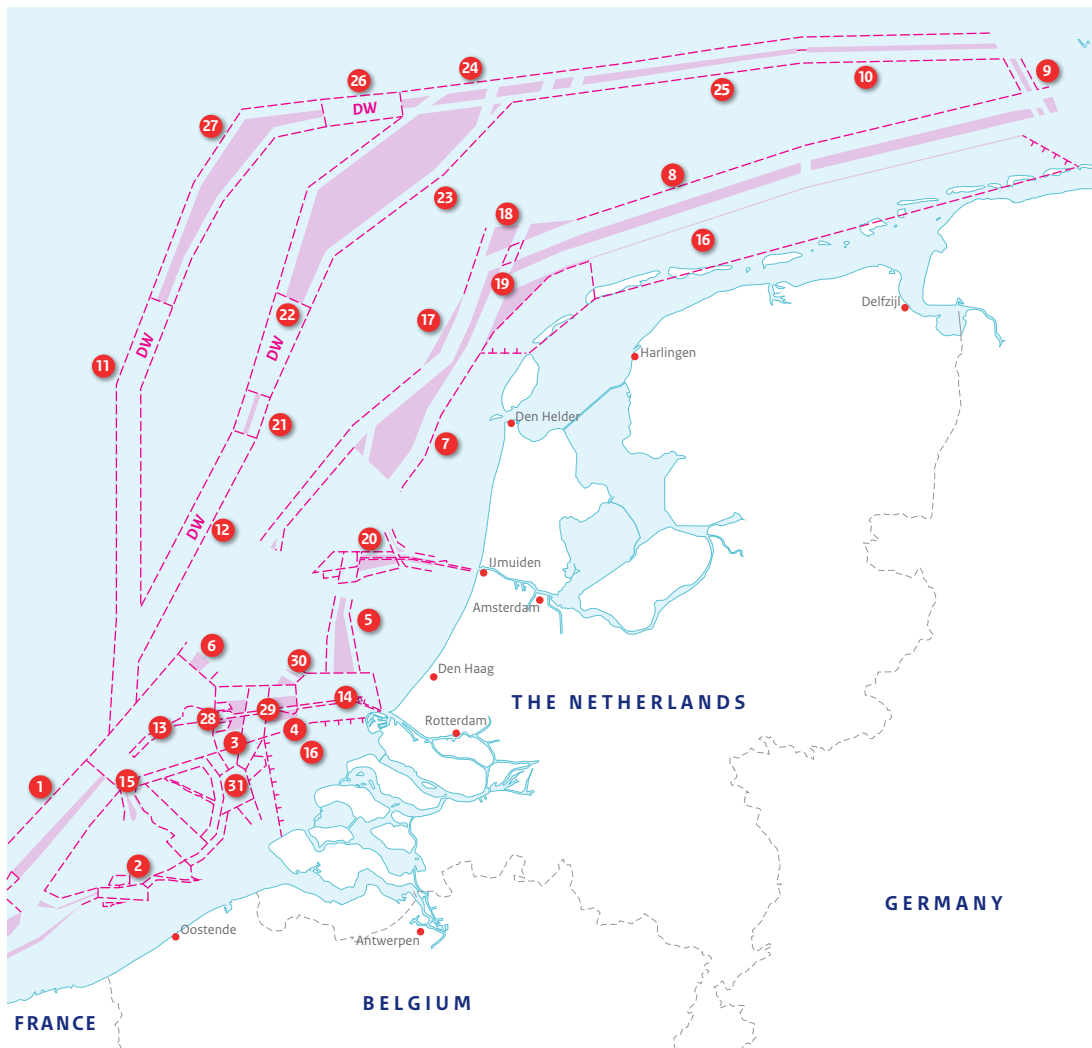


Delete section 2.3.3 and replace by:



Delete 15-Inshore traffic zone and replace by:

**15 – TSS Off North Hinder**

No particular information available.

Add chapter 31-Approaches to the Schelde estuary

**31 – Approaches to the Schelde estuary**

Mariners are warned for crossing traffic in the precautionary area "Schouwenbank Junction" from the 4 connecting two-way routes.

The "In the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas surround wind farm development zones. Ships, other than those that are engaged in supporting the construction of these sites, should avoid the areas as much as possible.

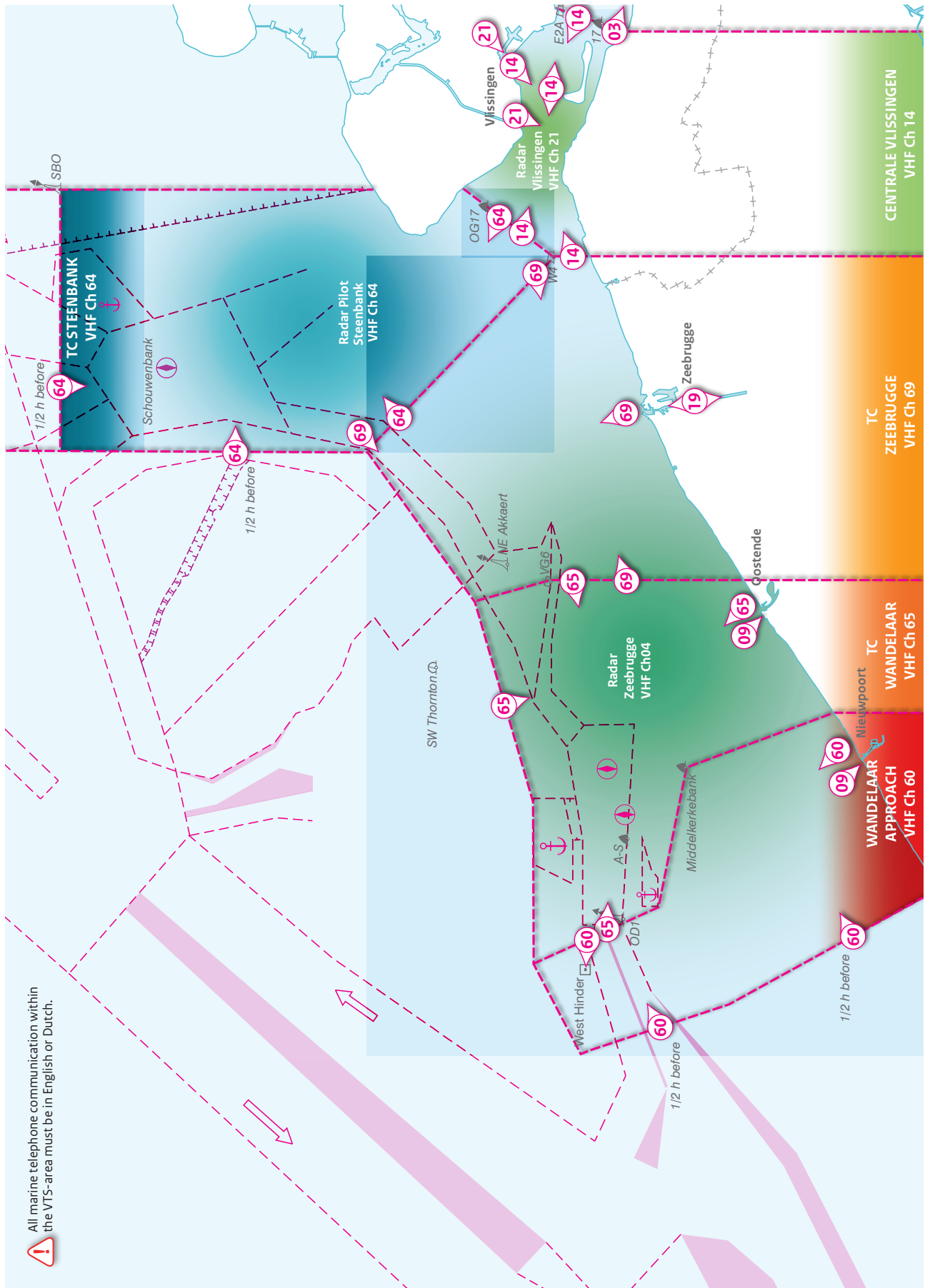
In view of the limited width of the area to be avoided "Windfarm Borssele Pass" the following ships are recommended to avoid the area:

- ships exceeding 45m LOA
- ships carrying dangerous goods

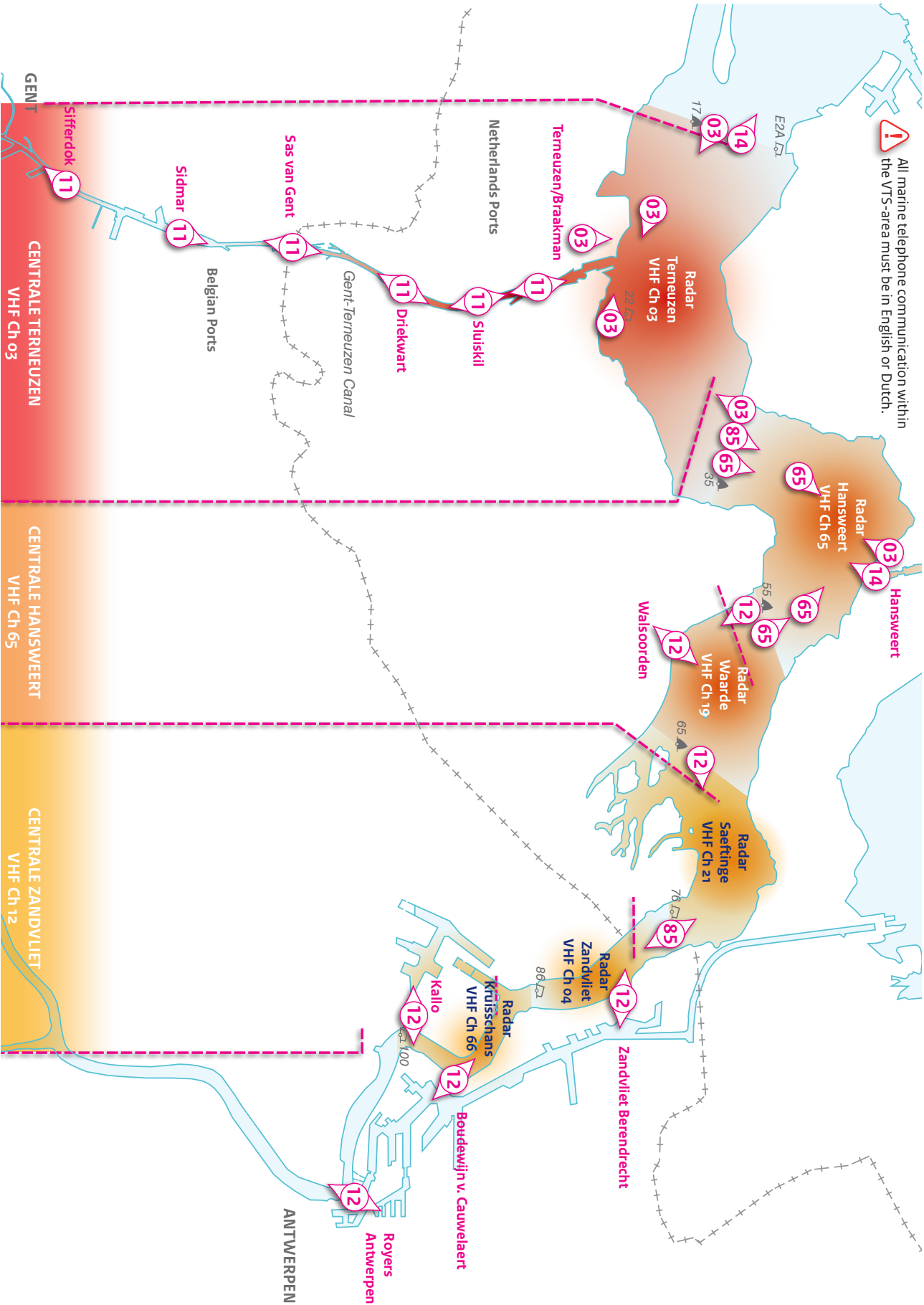
Ships engaged in the construction and maintenance of wind turbines and their associated electrical infrastructure are permitted in this area.

Delete chart 6.4.4 and replace by:

### 6.4.4 Vessel Traffic Services



Delete chart and replace by:



Delete tables 6.4.4.1 - 6.4.4.2 and replace by:

**6.4.4.1 VTS Reports – All seagoing vessels Inward bound/Sailing upriver**

VHF Ch	Location	Message	To
64	1/2 h before entering VTS area	Name vessel – position – draught – destination	Traffic Centre Steenbank
60	1/2 h before entering VTS area	Name vessel – position – draught – destination	Traffic Centre Wandelaar
65	SW Akkaert Lt buoy	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Wandelaar
64	SBZ Lt buoy	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Steenbank
69	Lt buoys: A1bis, VG6, S2, NE Akkaert, WP4	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Zeebrugge
14	Lt buoys: OG17, W5	Name vessel – Position	Centrale Vlissingen
14	Vlissingen Roads	Name vessel – ETA destination – route	Centrale Vlissingen
03	Buoys: 15A, E2A	Name vessel – position	Centrale Terneuzen
65	Lt buoys: 35, MG2	Name vessel – position	Centrale Hansweert
85	Lt buoy 35	Name vessel – position	Schelde informatie dienst
12	Lt buoy 55	Name vessel – position	Centrale Zandvliet
12	Lt buoy 65	Name vessel – position	Centrale Zandvliet
12	Sector Lt Zuid Saeftinge	Name vessel – position	Centrale Zandvliet
10	Lt buoy 116	Name vessel – position	All ships
Pilot vessel Wandelaar VHF Ch 65 – Pilot vessel Steenbank VHF Ch 64 – Calamities VHF Ch 67			

**6.4.4.2 All seagoing vessels Outward bound/Sailing downriver**

VHF Ch	Location	Message	To
85	On departure, upriver buoy 100	Name vessel – position – draught – destination	Scheepvaart informatie dienst
10	On departure, upriver buoy 100	Name vessel – position – intentions	All ships
10	Buoy 111	Name vessel – position	All ships
12	Lt buoy 100 or when entering the river	Name vessel – destination	Centrale Zandvliet
85	Sector Lt Zuid Saeftinge	Name vessel – position - ETA Vlissingen Roads	Scheepvaart informatie dienst
65	Lt buoy 46	Name vessel – position	Centrale Hansweert
03	Lt buoy 32	Name vessel – position - route	Centrale Terneuzen
14	Buoys: 8, E2A	Name vessel – position	Centrale Vlissingen
14	Vlissingen Roads	Name vessel – position - ETA Pilot station	Centrale Vlissingen
64	Lt buoys: OG14, WP3	Name vessel – position	Traffic Centre Steenbank
69	Lt buoy W4	Name vessel – position - route ETA pilot vessel Wandelaar	Traffic Centre Zeebrugge
65	Lt buoys: S2, A1bis	Name vessel – position	Traffic Centre Wandelaar
60	Lt buoy OD1	Name vessel – position	Traffic Centre Wandelaar
Pilot vessel Wandelaar VHF Ch 65 – Pilot vessel Steenbank VHF Ch 64 – Calamities VHF Ch 67			

Delete selection 6.5.2.2 and replace by:

**6.5.2.2**

**Routes**

**1** SBP via Oostgat

When pilotage is suspended at the pilot cruising station Steenbank, SBP will be available on the track Steenbank Pilot station to Oostgat entrance or until the pilot embarks at a more inward position.

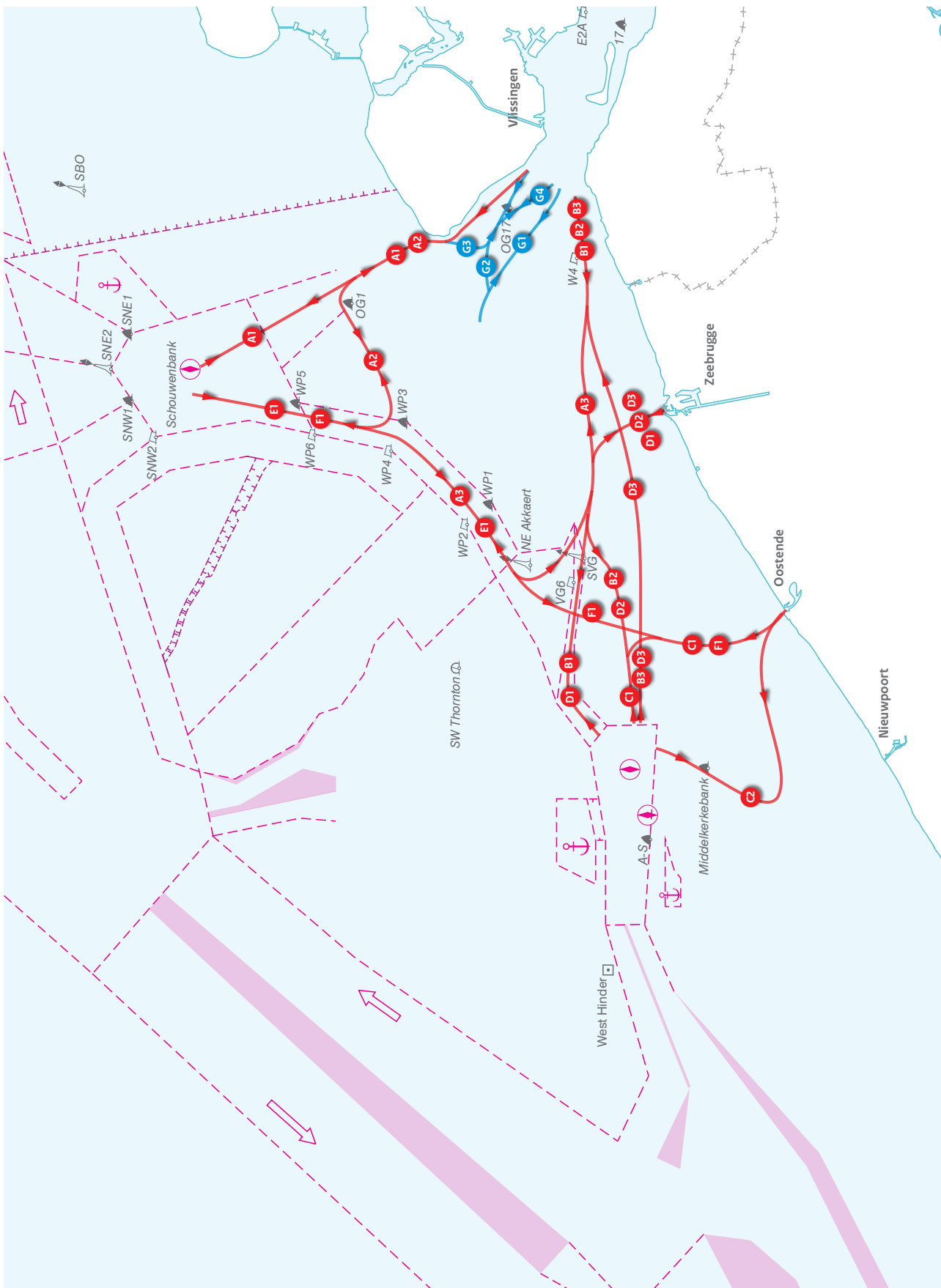
When embarkation cannot take place at a more inward position SBP can be given from the pilot vessel or another vessel.

**2** SBP via Scheur and Wielingen

When pilotage is suspended at the pilot cruising station Wandelaar, SBP will be available on the track AZ / AN Lt buoys to Vlissingen roads / NE Akkaert buoy to Vlissingen roads or until the pilot embarks.

Delete chart 6.6.1 and replace by:

### 6.6.1 Westerschelde approach



Delete selection 6.6.1.1 and replace by:

**6.6.1.1**

**Main fairways to Vlissingen Roads**

**A1 – Through Oostgat and Sardijngeul across Steenbanken**

From Steenbank Pilot station 150° (true) leads to Kaloo Lt buoy through the "2-way route Schouwenbank SE". Passing SBZ, Middelbank, Magne and MSB Lt buoys. Oostgat is then entered on the leading line 149.5°. Corrections to the course may be necessary to allow for effect of wind and tide. In the case of deep draught vessels the deepest part of the route should be followed, particularly in the vicinity of Steenbanken. On leaving the line of Westkapelle Lt in line with sector Lt Molenhoofd, the leading line 130° provides a guide off OG9 Lt buoy. Off OG-DL Lt buoy the unlit fairway Deurloo leads into Oostgat.

Near OG21 Lt buoy guidance is given by leading line 117°, which leads into Sardijngeul.

It should be noted that vessels bound for Oosterschelde and vessels sailing close along the coast will be crossing this route. When navigating Oostgat and Sardijngeul speed should be adjusted to avoid suction and wash.

**A2 – Through Oostgat and Sardijngeul, SW of Steenbanken**

Steenbanken can be avoided by following the "2-way route Westpit" and then exit the route north of Lt buoy WP3, thence passing south of ZSB Lt buoy and keeping OG1 Lt buoy on the starboard hand, the track leads towards Kaloo Lt buoy. Outward bound vessels can use the route in the reverse direction. It should be noted that vessels bound for Oosterschelde and vessels sailing close along the coast will be crossing this route. When navigating Oostgat and Sardijngeul speed should be adjusted to avoid suction and wash.

**A3 – Through Westpit, Scheur and E-part of Wielingen**

This route is approximately 25 n miles longer than route A1 and may be chosen if required by the vessels draught. Other reasons for its use are meteorological conditions, the vessels dimensions or the nature of the cargo. The route follows the "2-way route Westpit" to the vicinity of NE Akkeart Lt buoy (appr. 51°27.3'N 2°59.4'E). From NE Akkeart Lt buoy Scheur is entered between S3 and S4 Lt buoys, thence Wielingen is entered between W2 and W3 Lt buoys.

Delete selection F1 and replace by:

**F1 – Through Westpit, Ravelingen, Grote Rede and Rechtstreekse Kil**

The route follows the "2-way route Westpit" to the vicinity of NE Akkeart Buoy (appr. 51°27.3'N 02°59.4'E). From NE Akkeart Buoy a course is set out towards A1 Buoy. On this part of the route crossing traffic may be encountered on their way from pilot station Wandelaar to Zeebrugge/Westerschelde or vice versa. From A1 Buoy the route leads through Ravelingen. This passage is entered between the Oostendebank E and Wenduinebank W Buoys, thence via Buitenstroombank Buoy (Grote Rede) and Rechtstreekse Kil, Oostende Harbour is entered on the 128° leading line.

Delete selection E1 and replace by:

**E1 – Through Westpit, Scheur and Zand**

The route follows the "2-way route Westpit" to the vicinity of NE Akkeart Buoy (appr. 51°27.3'N 02°59.4'E). Very deep-draught vessels take a more westerly course. From NE Akkeart Buoy Scheur is entered between S3 and S4 Buoys, thence Zand is entered between SZ and S7 Buoys.

Delete selection 6.6.1.6 and replace by:

**6.6.1.6**

**Anchorage**

**Anchorage Schouwenbank**

Just NE of Schouwenbank Junction is an anchorage of about 5 x 2,5 n miles. Vessels wishing to use this anchorage should inform Traffic Centre Steenbank as early as possible. On leaving the anchorage this should also be reported. (see also section 6.4 'Communication').

Delete selection 6.8.2.1 and replace by:

6.8.2.1

**Tankers**

**I Tankers proceeding at night**

A tanker loaded with highly inflammable substances or which have not been certified gas free after discharging may only navigate the Schelde upstream of the S-Iy head of the approach channel to Kallosluis (Belgium) if:

- The vessel is equipped with a good working radarinstallation;
- The radar is in use during the whole track;
- VHF-communication is possible at all times;
- The navigator(s) has a radar licence.

**II Tank cleaning restriction**

In general tank cleaning, degassing and flushing pipelines is not allowed without permission from local authorities in the areas Westerschelde and approaches.

Delete table 9.4.4.3 and replace by:

9.4.4.3 **Vessel Traffic Services Zeegat van Hoek van Holland**

Station	VHF Ch	Traffic guidance	Traffic instructions	Navigational assistance	Shore based pilotage	General information		
Radar Maas Approach	01	√	√	√				
Radar Maas Pilot	02	√	√	√	√			
Radar Maas Entrance	03	√	√	√	√			
TC Hoek van Holland	11		√			√		
TC Rotterdam	11		√			√		
Radar Europoort	66	√	√	√				
Radar Rozenburg	65	√	√	√				
Radar Hartelhaven-Dintelhaven	10	√	√	√				
Radar Maassluis	80	√	√	√				
Radar Botlek	61	√	√	√				
Radar Eemhaven	63	√	√	√				
Radar Waalhaven	60	√	√	√				
Radar Maasbruggen	81	√	√	√				
TC Dordrecht	71		√			√		
Radar Dordrecht	79	√	√	√				



Delete chart 9.6.1 and replace by:

9.6.1 Zeegat van Hoek van Holland approach

