

EfS A

Notices to Mariners, Denmark

6 January 2012

Appendix to EfS 1 2012

General information

In case of discrepancy between the Danish and the English version the Danish version shall prevail.



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A/1. List of abbreviations.

Former EFS. A/1 2011 (updated repetition).

Details. For abbreviations concerning lights and buoyage; see publication Kort 1 · INT 1 - Symbols, abbreviations and terms used on charts.

Notices to Mariners etc.

EfS	Efterretninger for Søfarende, Denmark
Efs	Etterretninger for sjøfarende, Norway
NfS	Nachrichten für Seefahrer, Germany
NtM	Notices to Mariners, Great Britain
SKR	Chart corrections, Denmark
TtS	Tilkynningar til Sjöfarenda, Iceland
Ufs	Underrättelser for sjöfarande, Sweden
WZ	Wiadomości Zeglarskie, Poland

Authorities etc.

ADF	Admiral Danish Fleet
BHM	Naval District Bornholm
BSH	Federal Maritime and Hydrographic Agency, Germany
BV	Territorial Defence Region Bornholm
DaMSA	Danish Maritime Safety Administration
DHI	Danish Hydraulic Institute
DMA	The Danish Maritime Authority
DMI	The Danish Meteorological Institute
DMU	The National Environmental Research Institute, Denmark
DR	Denmarks Radio
DS	Danish Sailing Association
DTU	Technical University of Denmark
ENS	The Danish Energy Agency
FBE	Defence Construction and Establishment Service
FD	The Directorate for Fisheries, Denmark
FKO	Defence Command Denmark
FLV	Royal Danish Air Force
FRK	Island Commander Faroes
FTK	Tactical Air Command Denmark
GLK	Island Commander Greenland
HAS	The Army Artillery School, Denmark
HVS NYM	Camp Nymindegab, Denmark
IMO	International Maritime Organization
JPL	Camp Jægerspris, Denmark
KDI	Danish Coastal Authority
KMS	The National Survey and Cadastre, Denmark
LV	Faroese Office of Public Works
NST	Danish Nature Agency
OKSBL	Camp Oksbøl, Shooting Range Area, Denmark
SMHI	Swedish Meteorological and Hydrological Institute
SMK	Naval Materiel Command, Denmark
VBK	Naval Weapons School, Denmark
VD	The Danish Road Directorate

Other abbreviations.

AIS	Automatic Identification System
AtoN	Aids to Navigation
DST	Daylight Saving Time
EEZ	Exclusive Economic Zone
ECDIS	Electronic Chart Display and Information System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities

Publication(s). [J.nr. 2008-000362].



A/2. Explanatory notes to EfS.

Former EfS. A/2 2011 (updated repetition).

Details. EfS contain matters of importance to maritime traffic in Danish and adjacent waters, including Greenlandic and Faroese waters. On reception of EfS, content ought to be studied and amendments, corrections, and references should be applied to affected publications and charts. Cancelled publications and charts should not be used as EfS always refers to the current edition. Updates and revisions relating to publications and charts as well as cancellations of publications and charts are announced in EfS and/or in SKR.

Time. Times and dates for Denmark, Faroe Islands and Greenland refer to local time. Changes to and from DST are announced in EfS.

Positions. Positions are given in degrees, minutes and decimals of minutes. Please refer to A/32, page 31, for a conversion table between seconds and decimals of minutes. Positions refer to World Geodetic System 1984 (WGS-84) unless otherwise stated.

Abbreviations. For abbreviations relating to lights and buoyage, please refer to Kort 1 · INT 1, Symbols, abbreviations and terms on charts. For other abbreviations used, please refer to A/1, page 3.

References to charts and publications. Affected charts are listed in the *Chart(s)* section in sequence of largest scale.

Affected publications are listed in the *Publication(s)* section. Furthermore, numbers without relevance for the maritime traffic may appear in square brackets.

Datum in nautical charts and publications. The positions on charts published by KMS refer to World Geodetic System 1984 (WGS-84) datum on charts covering Danish waters. Positions on charts covering W-Greenlandic waters refers to either Qornoq 1927 or WGS-84 datum. For the positions of charts covering E-Greenlandic waters, the datum is unknown. The positions on charts of Faroese waters refer to either Thorshavn 1898 or WGS-84. The positions on plans at www.danskehavnelods.dk (the Danish Harbour Pilot online) refer to WGS-84. Positions in Danish List of Lights (Dansk Fyrliste) refer to WGS-84 for Denmark and the Faroe Islands, and to Qornoq 1927 in relation to W-Greenland, and to unknown datum to charts for E-Greenland.

Chart Corrections. In SKR positions refer to the datum of the chart to which the correction should be applied. For further information on the Chart Corrections Appendix, refer to A/34, page 32.

Sources. Sources of information are mentioned in regular parentheses.

Weekly Overview. A updated list of current temporary and preliminary notices is appended to EfS every week. At the beginning of a year, all current preliminary and temporary notices published in EfS are repeated.

Table of Contents. Every week an updated table of contents embracing all notices in the current year, will be published.

Cumulative edition of EfS. A cumulative edition of EfS will be published weekly on the internet. The cumulative edition of EfS contains all EfS from week 1 to the current week.

Publication(s). [J.nr. 2008-000363].

A/3. EFS contents are arranged in the following order:*Former EFS. A/3 2011 (updated repetition).*

Denmark	General announcements for Danish waters.
The Baltic Sea	Denmark: from and including Vejsnæs Nakke to Stevns Light and Bornholm. Sweden: from Falsterbo. Poland. Germany: from and including Falshöft Tower.
The Sound	Denmark: from and including Gilbjerg Hoved to and including Stevns Light. Sweden: from Kullen to and including Falsterbo.
The Waters South of Zealand	Towards the Baltic Sea: outside Bøgestrøm to and including a line round Sandene through Bøgestrøm entrance buoy; outside Grønsund a line round Tolken; outside Guldborg Sund a line from Flinthorne Rev to Skelby. Towards The Great Belt: a line from Korsør Church to the W coast of E holm, Agersø and Omø, onwards to SW part of Omø Stålgrund, and to E point of Onsevig.
The Great Belt	From the line »Røsnæs - Fyns Hoved« to the line »Gulstav - Kappel Church«.
The Waters South of Funen	From the line »Thurø Rev - Næs Hoved« on the Island of Langeland to the line »Skjoldnæs - Horne Næs«.
The Little Belt	Denmark: from the line »Æbelø - Bjørnsknude« to Vejsnæs Nakke. Germany: Flensburg Fjord to Falshöft Tower.
Kattegat	Denmark: from Gilbjerg Hoved to Skagen Light; see The Great Belt and The Little Belt. Sweden: from and including Kullen to Hamnskär Light.
The Liim Fiord	From and including Hals Barre Light to town of Thyborøn.
Skagerrak	Denmark: from and including Skagen Light to Hanstholm Light. Sweden: from and including Hamnskär Light. Norway: to and including Lindesnes Light.
The North Sea	Denmark. Norway: to Lindesnes Light. Germany. The Netherlands. Great Britain.
Greenland	W-coast. E-coast.
The Faroe Islands	
Remainder of N-Atlantic Ocean	
Legal Announcements, Orders etc.	

Publication(s). [J.nr. 2008-000364].

A/4. Denmark. Warning. Wrecks.

Former EfS. A/4 2011 (repetition).

Details. Wrecks or parts thereof may shift position on the seabed, and thereby causing depths to decrease several meters in comparison to depths indicated on charts.

Publication(s). [J.nr. 2008-000365].

(DaMSA October 2011)

A/5. Denmark. Warning regarding lights and lighted buoyage.

Former EfS. A/5 2011 (repetition).

Details. Red and green lights at buoyage may appear white in colour due to ice accretion, snow and frost, which may also cause the intensity of such lights to become heavily reduced.

Publication(s). [J.nr. 2008-000366].

(DaMSA October 2011)

A/6. Denmark. Information about buoyage in Danish waters under ice conditions.

Former EfS. A/6 2011 (updated repetition).

Details. Generally, lighted buoyage in Danish waters is not subject to seasonal substitution. Buoyage in navigational routes, is maintained during the winter season and is only substituted/ withdrawn in cases of severe ice formation.

When a light buoy is subject to seasonal winter substitution or is withdrawn, the substitution/withdrawal is announced in EfS, and in special cases on national radio (DR, Denmark's Radio) and/or via Lyngby Radio and NAVTEX as navigational warning.

Seasonal winter buoyage replacing lighted buoyage is fitted with light-reflecting material in some instances, and generally never with lights. A number of buoys are expectedly withdrawn without winter buoyage substitution. It must be expected that buoyage in inner Danish waters is not in place and in order under ice conditions. In instances of strong ice run, mariners must take into consideration that buoys suffer damage, are pulled under the ice, and drift away from their original position. Similarly, colour markings are rubbed off and several buoys lose their topmarks.

In cases of heavy ice formation in or close to traffic separation systems, buoyage may be withdrawn to facilitate safe passage through the systems.

Publication(s). [J.nr. 2008-000367].

(DaMSA October 2011)

A/7. Denmark. Warning. Broken pound net stakes.

Former EfS. A/7 2011 (repetition).

Details. Drifting pound net stakes and pieces thereof that could pose a navigational hazard to smaller vessels are to be expected in coastal areas with pound net hives, particularly during the winter season and shortly thereafter.

Publication(s). [J.nr. 2008-000368].

(DaMSA October 2011)

A/8. Denmark, Sweden and Norway. Warning against anchoring, fishing and seabed operations in certain areas.

Former EFS. A/8 2011 (updated repetition).

Details. Due to the suspected presence of bottom mines or other objects containing explosives (e.g. war gas), mariners are warned against anchoring, fishing and seabed operations within the areas shown in charts as follows:

Denmark and Sweden. The Baltic Sea.

- Position.*
- 1) 54° 45,7' N 10° 29,1' E, Ærø S.
 - 2) 54° 41,2' N 10° 36,9' E, Keldsnor SW.
 - 3) 54° 38,3' N 10° 40,1' E, Keldsnor S.
 - 4) 54° 41,0' N 10° 48,1' E, Keldsnor SE.
 - 5) 54° 42,0' N 11° 01,0' E, Langeland SE - Lolland SW.
 - 6) 55° 12,7' N 12° 40,7' E, Møn N - Falsterbo S, Sweden.
 - 7) 55° 02,9' N 14° 39,8' E, Rønne SSW.
 - 8) 55° 33,0' N 15° 01,9' E, Bornholm N.
 - 9) 55° 34,4' N 15° 13,1' E, Bornholm N.
 - 10) 55° 15,0' N 15° 41,0' E, Bornholm E.
 - 11) 55° 16,0' N 16° 12,3' E, Bornholm E.
 - 12) 55° 08,0' N 16° 10,5' E, Bornholm E.
 - 13) 55° 12,3' N 15° 16,2' E, Bornholm E.
 - 14) 55° 02,2' N 15° 09,5' E, Bornholm SE.
 - 15) 54° 41,8' N 15° 02,4' E, Bornholm S.

At positions 1) - 15).

The Sound.

- 16) 55° 36,4' N 12° 42,9' E, Drogden.
- 17) 55° 30,8' N 12° 33,0' E, Køge Bugt.

At positions 16) and 17).

The Great Belt.

- 18) 54° 52,5' N 11° 00,1' E, Albuen NE.

At position 18).

The Little Belt.

- 19) 55° 10,0' N 9° 36,3' E, Sandvig.

At position 19).

Denmark and Sweden. Kattegat.

- 20) 56° 13,5' N 12° 09,0' E, Gilleleje NW.
- 21) 56° 01,8' N 11° 18,8' E, Gniben NE.
- 22) 56° 00,7' N 11° 14,2' E, Gniben W.
- 23) 56° 00,0' N 11° 02,7' E, Sejerø NW.
- 24) 55° 57,5' N 11° 21,1' E, Sjællands Odde S.
- 25) 55° 51,0' N 11° 12,3' E, Sejerø SE.
- 26) 55° 46,1' N 10° 33,1' E, Vesborg.
- 27) 56° 09,9' N 10° 21,2' E, Kjeldshoved W.
- 28) 56° 09,0' N 10° 26,7' E, Begtrup Vig.
- 29) 56° 03,5' N 10° 39,7' E, Øreflippen SSW.
- 30) 56° 05,0' N 10° 56,6' E, Hjelm - Sjællands Rev.
- 31) 56° 13,0' N 11° 28,9' E, Lille Lysegrund S.

- 32) 56° 15,9' N 11° 28,2' E, Lille Lysegrund S.
 33) 56° 18,0' N 11° 13,9' E, Hastens Grund N.
 34) 56° 19,7' N 11° 09,1' E, Hastens Grund N.
 35) 56° 25,8' N 11° 46,5' E, Rute B, Lysegrund N.
 36) 56° 28,6' N 11° 19,7' E, Gjerrild Bugt E.
 37) 56° 36,5' N 11° 28,7' E, Anholt SW.
 38) 56° 39,4' N 11° 25,4' E, Anholt SW.
 39) 56° 40,0' N 11° 19,7' E, Anholt WSW.
 40) 56° 40,9' N 11° 29,5' E, Stensøre.
 41) 56° 43,2' N 11° 38,2' E, Pakhusbugt.
 42) 56° 45,0' N 11° 29,7' E, Nordvestrev.
 43) 56° 42,3' N 10° 24,7' E, Mariager Fjord E.
 44) 56° 49,9' N 10° 34,7' E, Svitringen Rende S.
 45) 57° 19,8' N 11° 06,6' E, Jegens Bugt.
 46) 57° 22,2' N 11° 25,8' E, Bøchers Banke.
 47) 57° 28,2' N 11° 19,3' E, Kummel Banke W.
 48) 57° 30,5' N 10° 46,6' E, Hirsholm E.
 49) 57° 31,3' N 10° 34,4' E, Ålbæk Bugt.
 50) 57° 34,6' N 10° 40,7' E, Ålbæk Bugt E.
 51) 57° 36,8' N 10° 26,7' E, Ålbæk Bugt.
 52) 57° 42,0' N 11° 07,0' E, Skagen - St. Pölsan, Sweden.
 At positions 20) - 52).

The Liim Fiord.

- 53) 57° 05,4' N 9° 49,6' E, Egholm N.
 54) 56° 49,0' N 9° 08,7' E, Fur E.
 55) 56° 39,4' N 9° 14,5' E, Lovns Bredning.
 56) 56° 35,0' N 9° 03,9' E, Skive Fjord.
 Within 250 m from position 53), which is not shown in charts, and at positions 54) - 56).

Denmark and Norway. Skagerrak.

- 57) 57° 45,5' N 10° 42,4'E, Skagens Rev.
 58) 57° 46,0' N 10° 10,6'E, Tannis Bugt.
 59) 57° 44,6' N 9° 51,7'E, Tannis Bugt NW.
 60) 57° 26,1' N 9° 03,7'E, Jammerbugt.
 61) 57° 08,9' N 8° 38,6'E, Hanstholm NE.
 62) 57° 45,0' N 8° 59,0'E, Jammerbugt NNW, Danish - Norwegian border.
 63) 57° 30,0' N 8° 00,0'E, Jylland NW-coast - S-coast, Norway.
 At positions 57) - 63). The area at position 62) is a NW-SE-going band approx. 50 M wide between Jylland and Norway.

The North Sea.

- 64) 56° 15,0' N 8° 07,0' E, N-S-going zone of the coast of Jyllands W-coast.
 65) 55° 39,1' N 7° 42,9' E, Horns Rev N.
 66) 55° 34,4' N 7° 59,5' E, Horns Rev E.
 67) 55° 26,9' N 7° 09,8' E, Horns Rev WSW.
 68) 55° 20,6' N 7° 14,1' E, Horns Rev SW.
 69) 55° 20,7' N 8° 14,6' E, Knudedyb NW.
 70) 55° 24,0' N 8° 22,4' E, Fanø W and S.
 At positions 64) - 70).

Note. The rules concerning prohibition of navigation, anchorage and fishing etc. are stated in DMA order no. 135 of 4 March 2005 (Danish only), as amended by DMA order no. 480 of 1 July 2006 (Danish only).

Publication(s). [J.nr. 2008-000369].

(DMA November 2011)

A/9. Denmark. The North Sea. Seismic surveying. Warning.

Former EfS. A/9 2011 (repetition).

Details. All parts of the North Sea are subject to seismic surveying. Survey vessels may trail several nm of cables behind them.

Publication(s). [J.nr. 2008-000370].

(DaMSA October 2011)

A/10. Order on buoyage etc. in Danish waters ¹.

Former EfS. A/10 2011 (updated repetition).

Details. Pursuant to sections 5 and 6 (3) of the Danish Act on Safety at Sea, cf. Consolidated Act no. 587 of 29 September 1988 and pursuant to authorization given by Order no. 570 of 26 September 1988 and in concert with the Ministry of Defence, the following provisions are laid down:²

Section 1. The Danish Maritime Safety Administration administers buoyage etc. in Danish waters.

Section 2. Inspection of buoyage is conducted by the Danish Maritime Safety Administration on behalf of the Minister of Defence. When defects or faults regarding buoyage are observed, the Danish Maritime Safety Administration shall be notified as soon as possible. Equally, notification shall be made immediately upon the completed refitting of buoyage.

Section 3. Buoyage, such as placing navigational marks or establishing lights, radio beacons, fog signal apparatus, beacons or other similar installations for guidance on navigation in Danish waters, is prohibited without permission or approval by the Danish Maritime Safety Administration. Additionally, adjustments to or dismantling of existing buoyage etc. without permission or approval is prohibited. It is prohibited to use navigational marks for mooring and securing of fishing tackle or the like.

Section 4. The Danish Maritime Safety Administration is entitled to demand adjustment on existing buoyage or set new buoyage if deemed necessary with regards to safety of navigation.

Section 5. Notices on buoyage etc. in Danish waters will be publicized in nautical charts, "Notices to Mariners" or other nautical publications.

Section 6. Infringement of this Order is punishable by fine.

Section 7. (1) This order entered into force on 1 May 1989.

(2) Order no. 544 of 5 November 1984 on buoyage etc. in Danish waters is repealed.

Publication(s). [J.Nr. 2008-000372].

(DMA Order no. 229 of 4 April 1989)

¹ Her Majesty the Queen has on 3 October 2011 resolved that, among other things, the duties referred to in the above-mentioned order, effective from the said date, have been transferred from the sphere of responsibility of the Minister for Defence to that of the Minister for Business and Growth.

Consequently, the duties stipulated in the order will in the future be performed by the Danish Maritime Authority, whereto notices, etc. are to be forwarded.

² See Section 34, subsection 2, in Consolidated Act no. 903 of 12 July 2007.

A/11. AIS buoyage.

Former Efs. A/11 2011 (repetition).

Details. As part of AIS (Automatic Identification System), all types of buoys and fixed structures, such as offshore platforms and offshore wind power constructions, can be supplemented with AIS buoyage. The purpose is to make it easier for ships to identify a specific buoy or fixed structure under all weather conditions and is a complement to the already existing services. Ships equipped with an AIS transponder can, as a minimum, expect to receive the following (Message 21):

MMSI number (identification number of the AIS AtoN Station),
Name (of the buoyage),
Position (of the buoyage) and
Bearing and distance to the observer

Certain types of AIS buoyage can transmit additional information such as information regarding errors in the lantern, meteorological and hydrological information.

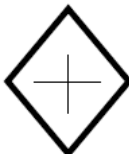
Types of AIS-buoyage.

It distinguishes between 3 types of AIS buoyage:

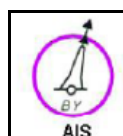
- 1) Physical/real AIS AtoN - a "Real" AIS AtoN Station is a device located ON the physical AtoN, transmitting AIS Message 21.
- 2) Synthetic AIS AtoN - for practical or economic reasons it may not be appropriate to fit an AIS transmitter to an AtoN. A "Synthetic AIS AtoN" is transmitted as a Message 21 from an AIS Station that is located remotely from the AtoN. The AtoN physically exists and typically there is a communication link between the AIS Station and the AtoN. This type is used most often to mark bottom fixed structures such as offshore platforms and offshore wind power constructions.
- 3) Virtual AIS AtoN - A "Virtual AIS AtoN" is transmitted as a Message 21 from an AtoN that does not physically exist. In this case the AIS AtoN symbol would appear on the display for a specific location, even though there is no physical AtoN. A nearby base station or AtoN station could broadcast this message. The flag in the Message 21, would clearly identify this as a Virtual AIS AtoN. This AIS type are mostly used in emergency situations; by sudden dangers, such as newly sunken ships or collided lights. The AIS type can also be used to supplement existing buoyage in areas with a major turning point.

Display of AIS markings.

The way information is displayed on the AIS ships AIS equipment will depend on the installed display system. Certain types of radar and systems to display electronic charts (ECDIS) can produce the approved diamond-shaped symbol for AIS buoyage:

AIS Based AtoN Virtual position		Diamond with crosshair centred at reported position.
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On printed charts the symbol for AIS transmitter on floating marks (type 1) are shown as follows, here exemplified by an N-cardinal with AIS transmitter:



Note. Basic information on AIS and a list of AIS AtoN Stations in Danish waters are available in Danish List of Lights (Dansk Fyrliste).

For further explanation on AIS read IALA recommendation A-126 "The use of the Automatic Identification System (AIS) in Marine Aids to Navigation Services".

Publication(s). [2009-004585].

(DaMSA October 2011)

A/12. Denmark. Submarine cables and underwater pipelines.

Former EFS. A/12 2011 (repetition).

EFS reference. A/13 2012.

Details. When permission to lay a submarine cable or an underwater pipeline is granted, a protection zone stretching 200 m out on both sides is automatically established in order to protect the installation against damage from anchors, dredging, trawling for boulders, and other forms of bottom-trawling equipment. The deregulation of the telecommunication and electricity markets has brought about many new service providers with a desire to own their distribution lines. Hence, the number of submarine cables and underwater pipelines has increased significantly in recent years, while at the same time limiting bottom-trawl fishing opportunities in such areas. Consequently with a view to securing the continued reasonable fishing opportunities, DMA encourages service providers to employ existing traces whenever possible when projecting new cables and pipelines to limit the establishment of new protection zones.

At the same time DMA draws attention to the fact that in instances where the traces are adequately protected, the owner of the cable/pipeline may apply for an exemption thereby secure the continued bottom-trawl fishing in the area and relieving him of his duty to pay compensation for the loss of fishing rights. Exemption applications to preserve fishing opportunities in the trace protection zone are forwarded to DMA and must include a statement that the submarine cable and/or underwater pipeline is sufficiently protected to withstand bottom trawling equipment.

Note. The applicable rules regarding the protection of submarine cables and underwater pipelines appear in DMA Order no. 939 of 27 November 1992 on the protection of submarine cables and underwater pipelines that entered into force on 1 January 1993.

Publication(s). [2008-000133].

(DMA November 2011)

A/13. Denmark. Notice from the DMA on safety zones around sea cables and submarine pipelines.

Former EFS. A/13 2011 (repetition).

EFS reference. A/12 2012.

Details. The DMA receives reports on contraventions of the provisions on anchorage and fishing using any kind of gear which is trailed along the seabed in the safety zones around sea cables and submarine pipelines located in the Danish continental shelf area. This kind of activity increases the risk of pipeline bursts that can cause pollution, a risk to ship and crew, disrupt security of supply and communication and harm public assets.

The provisions, which have been introduced to protect sea cables and submarine pipelines (oil, gas and sewage pipelines) against damage, are laid down in Order no 939 of 27 November 1992 on the protection of sea cables and submarine pipelines. The provisions prohibit anchorage and fishing using any kind of gear which is trailed along the seabed in a 200 meter wide belt along and on each side of the cable/pipeline. Contraventions are punishable by fine.

Activities on or in the seabed within the safety zone requires negotiations with the owner of the cable or pipeline.

Publication(s). [J.nr. 2008-000134].

(DMA November 2011)

A/14. Denmark. Broadcasting periods for special services via Lyngby Radio.

Former EFS. A/14 2011 (repetition).

Details.

Ice report	Broadcast at 1305 (UTC) on:
MF	1704, 1734, 1758 and 2586 kHz and on
VHF channel	1, 2, 3, 4, 5, 7, 23, 61, 64, 65, 66, 83 and 85.

Navigational warnings The warnings are broadcast first time immediately after the first period of silence after reception and after this as follows:

	In connection with the periods of silence at 0133, 0533, 0933, 1333, 1733 and 2133 hours on:
MF	1704, 1734, 1758 and 2586 kHz and on
VHF channel	1, 2, 3, 4, 5, 7, 23, 61, 64, 65, 66, 83 and 85.

Publication(s). [J.nr. 2008-000373].

(Lyngby Radio November 2011)

A/15. Denmark. Broadcasting of local warnings.

Details. Transmission of Navigational Warnings (farvandsfarterretninger) from DMA are transmitted daily at hours 1803 on long wave frequency 243 KHz.

Publication(s). [J.nr. 2011-012592]

(DR and DaMSA 26 August 2011)

A/16. Denmark. Broadcasting of meteorological reports.

Former EFS. A/15 2011 (updated repetition).

EFS reference. A/17 2012, A/18 2012.

Details. Broadcasts of weather overview, weather forecasts and possibly wind, gale and storm warnings. Regarding the issuing of warnings of ice accretion, see A/18, page 15.

- I. Broadcasts via **Danmarks Radio's** long waves (every day), time in Central European Time. At 0545, 0845, 1145 and 1745 hours:
Weather overview and forecast for Jutland, the Islands, Bornholm, Southern Baltic, Western Baltic, The Belts and The Sound, Kattegat, Skagerrak, Fisher, German Bight, and possibly gale and storm warnings. Latest observations of wind and weather from Danish and foreign stations.
At 1145 and 1745 hours the following is broadcasted:
7-days forecast for Jutland, the Islands and Bornholm. 5-days forecast for The Baltic Sea (Southern Baltic, Western Baltic), Domestic Waters (The Sound, the Belts and Kattegat), Skagerrak, The North Sea (Fisher, German Bight, Forties, Dogger and Thames).
- II. Broadcasts via **Lyngby Radio** on MF and VHF.
Gale and storm warnings and warnings of ice accretion will be transmitted via Lyngby Radio according to the list at page 13.
The warnings are broadcasted in Danish and English from the frequencies and channels on the frequencies and the channels specified in below table and will be broadcasted after announcement on VHF channel 16 and DSC on 2187.5 kHz. The warnings will be repeated on 2182 kHz and VHF channel 16 at the end of the silence period, occurring at least half an hour later. Warnings of severe icing will be repeated after announcement on 2182 kHz and on VHF channel 16, 3 minutes past every odd hour until cancellation. Warnings for all districts will be broadcasted on MF.
On VHF warnings are only broadcasted when a warning is available for one or more of above mentioned areas. The table below shows the VHF channels (positions) used for each warning area.

MF
Lyngby Radio 1704, 1734, 1758 and 2586 kHz

<u>Warning area</u>	<u>VHF</u> channel	<u>(location)</u>	
2. Southern Baltic	4	(Årsballe)	
	2	(Møn)	
3. Western Baltic	1	(Svendborg)	
	4	(Årsballe)	
	85	(Als)	
	61	(Karleby)	
	3	(Copenhagen)	
	2	(Møn)	
4. The Belts and The Sound	2	(Møn)	
	83	(Vejby)	
	85	(Als)	
	1	(Svendborg)	
	7	(Anholt)	
	5	(Fornæs)	
	61	(Karleby)	
	4	(Røsnæs)	
	65	(Vejle)	
	5. Kattegat	3	(Frejlev)
		7	(Anholt)
5		(Fornæs)	
3		(Copenhagen)	
83		(Vejby)	
4		(Røsnæs)	
65		(Vejle)	
66		(Hirtshals)	
64		(Læsø)	
4		(Skagen)	
6. Skagerrak		2	(Bovbjerg)
	1	(Hanstholm)	
	66	(Hirtshals)	
	64	(Læsø)	
	4	(Skagen)	
8. Fisher	66	(Hirtshals)	
	23	(Blåvand)	
	2	(Bovbjerg)	
	1	(Hanstholm)	
9. German Bight	23	(Blåvand)	
	2	(Bovbjerg)	

III. Requests for weather reports from both Danish and foreign ships will be met by Lyngby Radio.

Publication(s). [J.nr. 2008-000374].

(Lyngby Radio and DMI November 2011)

A/17. Denmark. Broadcasting of meteorological information. Marine forecast areas.

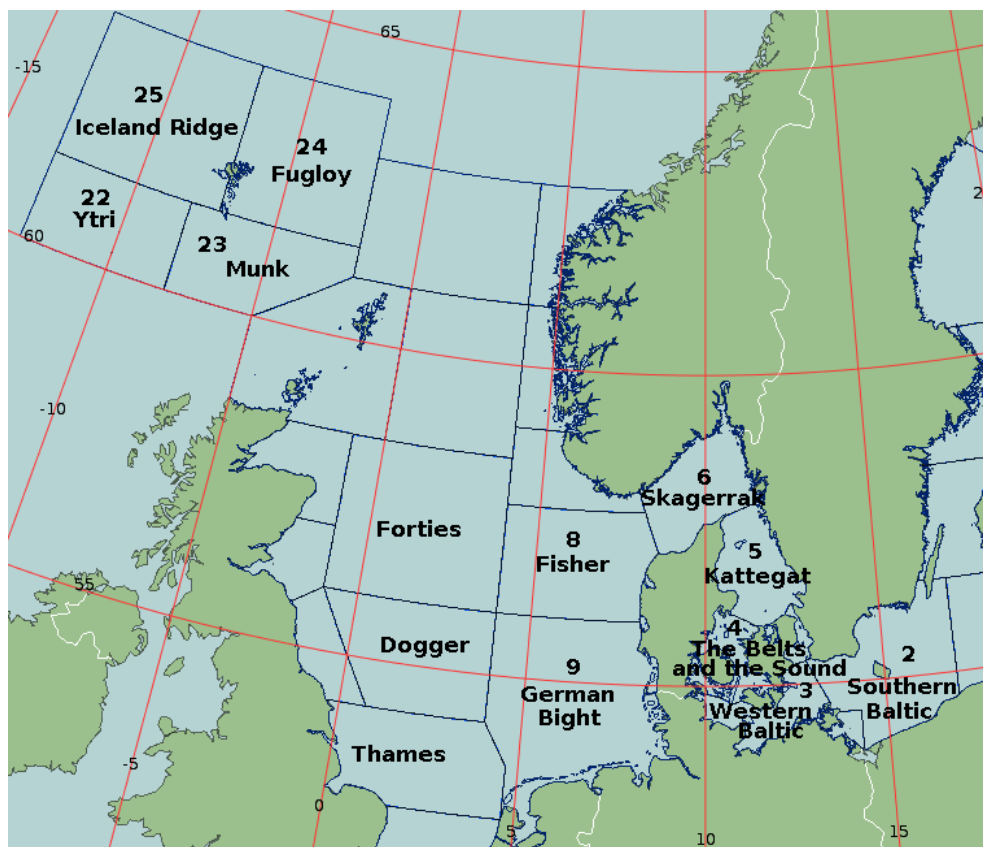
Former EFS. A/16 2011 (updated repetition).

EFS reference. A/16 2012, A/20 2012.

Details. Broadcast of meteorological marine forecasts are for the following areas, incl. the 3 areas in the North Sea from the 5-days forecast. The areas are shown on the map below:

2. Southern Baltic
3. Western Baltic
4. The Belts and The Sound
5. Kattegat
6. Skagerrak
8. Fisher
9. German Bight
- Forties
- Dogger
- Thames
22. Ytri
23. Munk
24. Fugloy
25. Iceland Ridge

Publication(s). [J.nr. 2008-000301].



(DMI October 2011)

A/18. Denmark, Greenland and the Faroe Islands. Notice of ice accretion warnings.

Former EFS. A/17 2011 (updated repetition).

EFS reference. A/16 2012, A/17 2012, A/20 2012.

Details. Ice accretion warnings in Danish and adjoining waters will be posted to shipping by Admiral Danish Fleet (ADF). The warnings are broadcasted by Lyngby Radio and by the Danish Radio and local stations on the hourly news. An overview map of the warning districts are shown on page 14.

Information on ice accretion warnings is provided by the Danish Meteorological Institute (DMI) to ADF and also possibly from ships in the area in question.

The ice accretion warnings are drawn up according to the following guidelines and the distinctions are:

Light ice accretion: 1 - 3 cm in 24 hours,
Ice accretion: 4 - 14 cm in 24 hours and
Heavy ice accretion: more than 15 cm in 24 hours.

- a. Ice accretion warnings are posted for the warning districts 2 - 7 and 9 at expected wind speeds of more than or equal to 7 m/s and with air temperatures of less or equal to minus 2 degree Celsius. Ice accretion warnings are reported as light at wind speeds of more than or equal to 7 m/s and less than or equal to 10 m/s. At greater wind speeds the degree of ice accretion is determined by way of the diagrams on page 16.
- b. Ice accretion warnings for the waters around the Faroe Islands (warning district 22 - 25) and Greenland are posted by MRCC Tórshavn/Tórshavn Radio and Island Commander Greenland/Tele Greenland respectively at wind speeds of more than or equal to 11 m/s and air temperatures less than or equal to minus 2 degree Celsius. The degree of ice accretion is determined by way of the diagrams on page 16.
- c. As far as possible warnings are posted 12 - 18 hours before the ice accretion conditions are expected to occur.
- d. Ice accretion warnings are cancelled only when criteria of ice accretion no longer are met. It is often difficult for the meteorologists to predict air temperatures in open seas and thus difficult to portend a degree of ice accretion. Therefore the ship's master is advised to use the diagram with the wind speed and the temperatures observed on board. This way the master is able to make a good assessment of the amount of ice expected within the next few hours. In the diagram it is shown e.g. that a combination of wind speeds of 17 - 20 m/s, air temperatures of minus 8 degrees Celsius, and sea temperatures of 1 degree Celsius will give cause for ice accretion (4 - 14 cm in 24 h).

Note. Please notice that according to Department Order no 187 of 26 May 1965 concerning shipping safety, any air temperatures below freezing, forthwith in connection with strong breezes, which causes heavy ice formations on the ship's superstructure, the master is responsible for reporting to ships in the vicinity and to the competent authorities on the first place on the coast he can contact with all means possible.

Radio reports of ice accretion are sent as safety reports and must include:

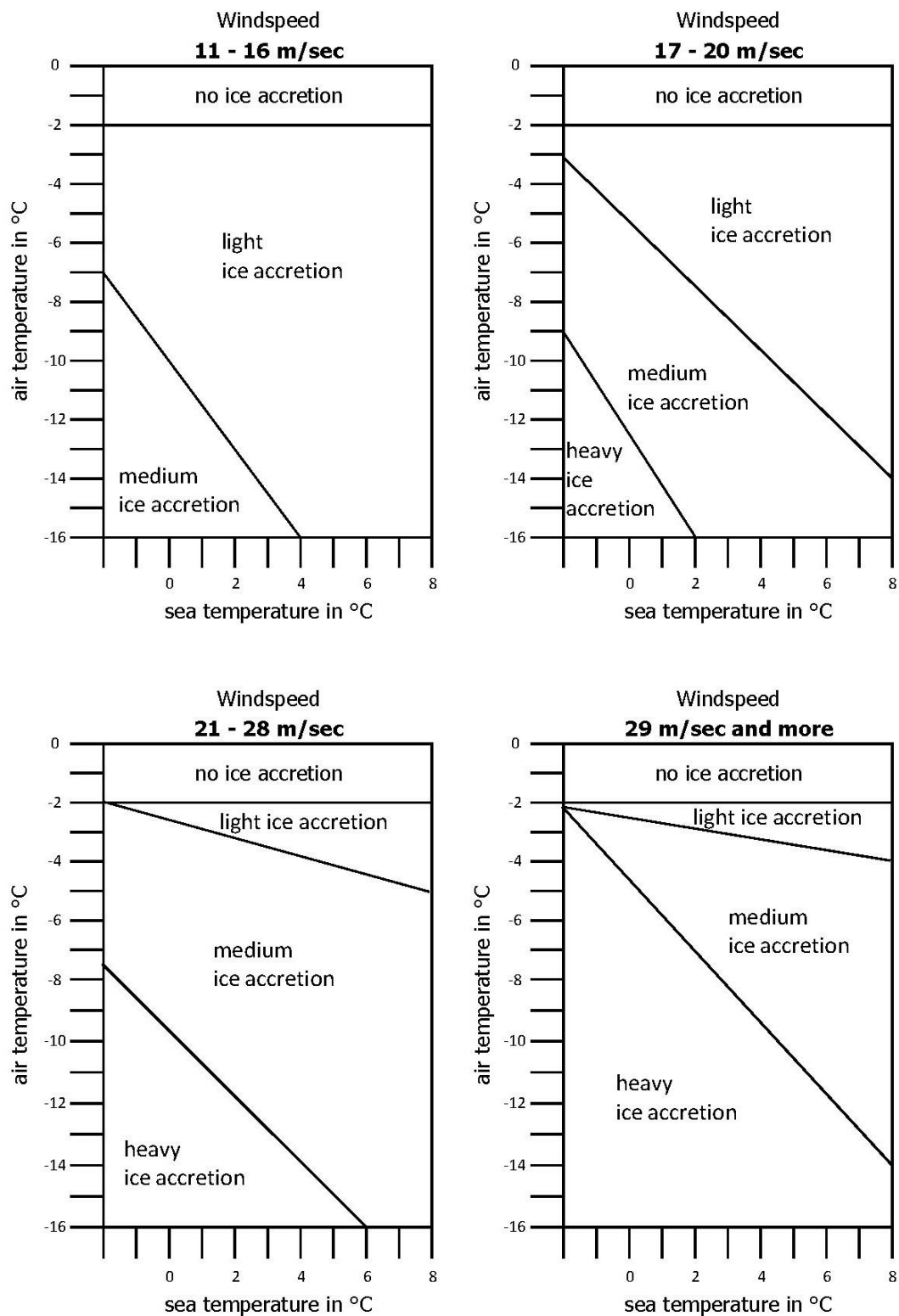
- 1) Date and time (UTC) along with the ship's position at the time of the observation,
- 2) Air temperature,
- 3) Seawater temperature (if possible),
- 4) Wind force and wind direction,
- 5) Description of the ice accretion, etc.

Reports of ice accretion from a ship at sea reported to a Danish coast radio station will be sent to the relevant authority at no expense to the sender regardless of nationality.

Publication(s). [J.nr. 2008-000299].

(ADF November 2011)

Ice accretion diagram



A/19. Transmission of navigational warnings and meteorological reports, etc. received by radio telex stations (NAVTEX-system).

Former EFS. A/18 2011 (updated repetition).

EFS reference. A/26 2012, A/27 2012, A/28 2012.

Details. In many areas of the world, including the Baltic Sea and North Sea areas, there is an international system - NAVTEX - for the transmission of important and vital information to shipping. The NAVTEX system is a part of the global maritime distress and safety system (GMDSS) and must be available on all cargo ships in international trade, on all passenger ships as well as on the largest fishing vessels. Denmark does not have a transmitting station in the NAVTEX system. Danish waters are covered by transmission from the stations in Gislövhammar and Grimeton in Sweden as well as Rogaland Radio in Norway. Greenlandic waters are covered by 2 transmitters located in Iceland at Grindavik and Saudarnes (East Greenland) and 3 transmitters located at Nuuk, Simiutaq and Upernavik. (West Greenland). The transmissions are remote controlled from GLK.

Categories:

In the NAVTEX system, the following categories of messages are transmitted:

- A. Navigational warnings
- B. Meteorological warnings
- C. Ice reports
- D. SAR alert messages and piracy attacks
- E. Meteorological weather forecasts
- F. Pilot messages
- G. AIS service messages
- H. LORAN C messages
- J. Satnav messages
- K. Other navigational messages (radio navigation)
- L. Navigational warnings - in connection with A
- V to Y. Special IMO messages
- Z. No messages on hand

Note. As regards transmission times/areas, reference is made to the radio manuals, such as the Admiralty List of Radio Signals, volume 5.

Publication(s). [J.nr. 2008-000251].

(DMA November 2011)

A/20. Greenland. Transmission of meteorological reports. Warning areas.

Former EFS. A/19 2011 (updated repetition).

Details. Division of Greenlandic waters, see map on page 19.

- I. The Greenland Broadcasting Company (KNR) broadcast weather reports, forecasts, gale and storm warnings and warnings of icing via local FM-transmitters on 90.5 - 104.0 MHz.
For broadcast periods refer to KNR's programme schedule.
- II. Aasiaat radio retransmits forecasts brought by KNR on VHF working channels. Forecasts are sent without announcement on the times 0805, 1205, 1805 and 2205 local west Greenland time both summer and winter. Those forecasts are sent in Greenlandic and Danish language only.
- III. Storm- and gale warnings and warnings of ice accretion are transmitted via Aasiaat radio on MF and VHF as follows:

MF		
Coast radio station	Frequency (location)	Warning area
Aasiaat	2250 kHz (Tasiilaq) 2265 kHz (Ikerasassuaq) 2129 kHz (Qaqortoq) 2225 kHz (Paamiut) 2116 kHz (Nuuk) 2400 kHz (Maniitsoq) 3125 kHz (Sisimiut) 2304 kHz (Qeqertarsuaq) 3280 kHz (Uummannaq) 3276 kHz (Upernavik)	Daneborg Kangikajik Aputiteeq Kulusuk Timmiarmiut Nunap Isuata Kangia Nunap Isuata Kitaa Nunarsuit Narsalik Meqquitsoq Attu Uiffaq Qimusseriarsuaq Kiatak

VHF		
Coast radio station	Frequency (location)	Warning area
Aasiaat	25 (Quarmii qaaja) 26 (Sermiligaaq) 27 (Angiit) 01 (Ikerasassuaq) 03 (Top 775) 04 (Nanortalik) 28 (Sermersooq) 25 og 02 (Qaqortoq) 24 (Narsaq) 23 (Narsarsuaq) 26 (Simiutaq) 27 (Arsuutaa) 23 (Paamiut) 28 (Kangaarsuk) 03 (Qingaaq) 26 (Illutalissuaq) 25 (Maniitsoq) 24 (Kangaamiut) 26 (Qaqatoqaq) 01 (Sisimiut) 28 (Attup Uummannaq) 27 (Aasiaat) 23 (Unartuarsuup Qaqqaa) 25 (Ilulissat) 24 (Pingo) 02 (Niaqornaq) 03 (Uummannaq) 63 (Uperniviup Qaqqaa) 04 (Qaarsorsuaq) 60 (Tinumanersuaq)	Kulusuk Timmiarmiut Nunap Isuata Kangia Nunap Isuata Kitaa Nunarsuit Narsalik Meqquitsoq Attu Uiffaq Qimusseriarsuaq Kiatak

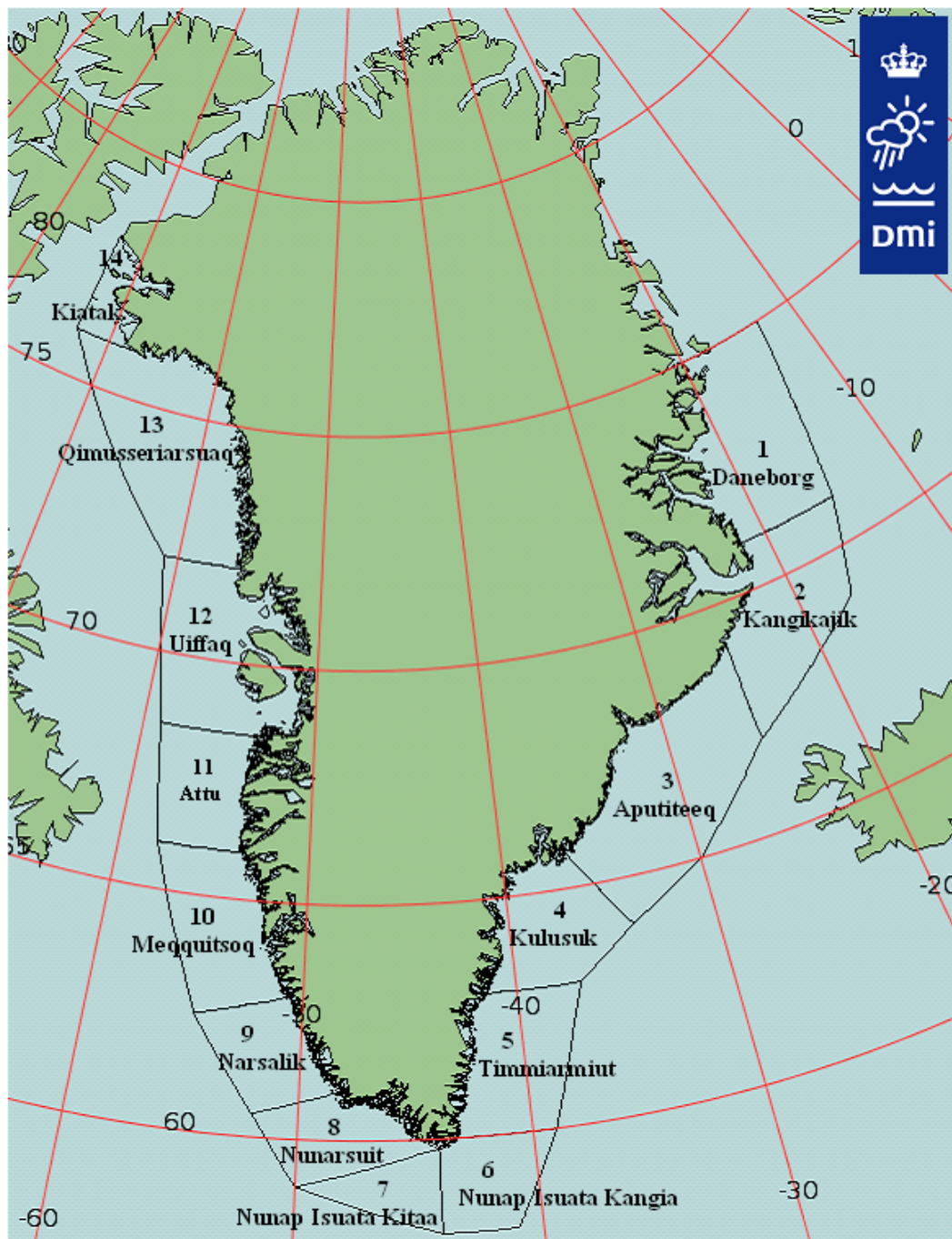
Only warnings concerning one or more of the listed warning areas are transmitted on MF and VHF. The table above specifies position and frequency/channel for MF and VHF used in each area. Warnings are broadcasted at 0605, 1105, 1605 and 2105 local W-Greenlandic time, and transmissions are announced on 2182 kHz and channel 16 shortly after the silence period. Warnings are read out on the working channels.

Warnings received for broadcast outside the above mentioned periods are transmitted on

working frequencies and channels following announcement on MF DSC (2187.5 kHz), the emergency channel (2182 kHz) and VHF channel 16. The warnings are repeated following the silence period at least 30 minutes later. Warnings are broadcast in English, Greenlandic and Danish.

Publication(s). [J.nr. 2008-000302].

(Tele Greenland September, GLK and DMI October 2011)



A/21. Greenland. Navigational warnings broadcast on Greenlandic coast radio stations.

Former EFS. A/20 2011 (updated repetition).

Details. Notices of importance to the safety at sea which cannot be adequately announced in EFS are broadcasted by the Greenland coast radio stations by radiotelephony in both Danish and English. Notices are issued by GLK in Grønnedal and begin with: Navigational warning Island Commander Greenland and a number. Numbers are given successively by GLK (3 digits) counting from the beginning of the calendar year. When necessary, e.g. with floating objects, to state the time of observation, a date time format is given. The date time format consists of 6 digits, the 2 first of which indicate the date and the last 4 the time. Time is always stated in UTC. Coast radio stations transmit navigational warnings first time immediately after the silence period preceding announcement on distress and calling frequencies MF DSC (2187.5 kHz), MF (2182 kHz) and VHF channel 16. Subsequently in connection with traffic lists according to the table below preceding announcement on distress and calling frequencies MF DSC (2187.5 kHz), 2182 kHz and VHF channel 16. Navigational warnings are only transmitted on the frequencies of the areas affected.

See also the overview map on page 21.

Transmission stations, frequencies and traffic list hours

Fairway areas	Coast radio station	Transmitters (location)	UTC time	Frequency
1 & 2	Aasiaat Radio/OYR	Tasilaq	0035 - 0335 - 0635 - etc.	2250 kHz
3		Ikerassuaq		2265 kHz
4		Simiutaq		2129 kHz
5		Paamiut		2225 kHz
6		Nuuk		2116 kHz
		Maniitsoq		2400 kHz
		Sisimiut		3125 kHz
		Qeqertarsuaq		2304 kHz

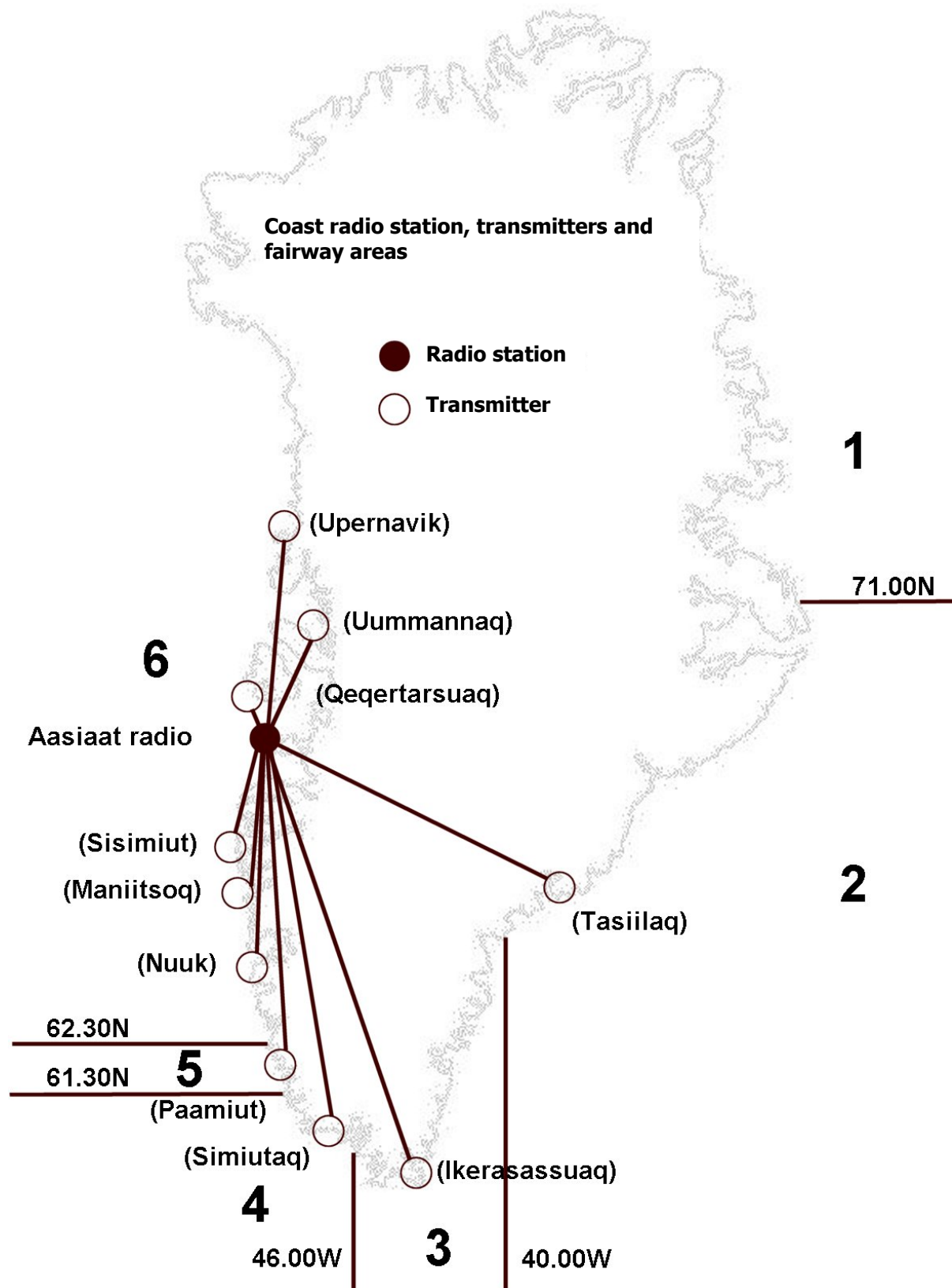
Transmission period

Not cancelled navigational warnings are transmitted by Aasiaat radio for 48 hours. If a navigational warning applies for a period longer than 48 hours it will automatically be omitted from the regular traffic list transmissions; however, some warnings will be upheld as long as danger or fault remains.

Information on current navigational warnings in a specific area can be obtained from Aasiaat radio or directly from GLK.

Publication(s). [J.nr. 2008-000257].

(Tele Greenland and GLK October 2011)



A/22. Greenland. The Greenland Ice Service and distribution of ice charts for the Greenlandic waters.

Former Efs. A/21 2011 (updated repetition).

Details. The Greenland Ice Service is administrated by Centre for Ocean and Ice (COI) at the Danish Meteorological Institute (DMI) and is divided into a reconnaissance service, Ice Patrol Narsarsuaq situated in Narsarsuaq Airport (61° 10' N 045° 25' W) and a satellite-based service unit, DMI Ice Service in Copenhagen.

DMI Ice Service
Lyngbyvej 100, 2100 Copenhagen OE
Tel. +45 3915 7315
Fax +45 3915 7300
E-mail: iskort@DMI.dk

Ice Patrol Narsarsuaq
P.O. Box 505 3923 Narsarsuaq, Greenland
Tel. +299 66 52 44
Tel. +299 66 52 47
E-mail: isc@greenet.gl

Information gained from the DMI Ice Service and the Ice Patrol Narsarsuaq is to be considered indicative.

The Ice Patrol is manned by navigators throughout the year and have disposal of a helicopter for inshore ice reconnaissance. Usually 2-3 reconnaissances are made on a weekly basis – the area of reconnaissance varies from time to time. The limitations of the reconnaissance are usually Paamiut (Frederikshåb) and Ikerasassuaq (Prins Christians Sund). DMI Ice Service is manned with personnel specialized for analysing satellitedata.

Communication between the ice reconnaissance helicopter and vessels:

The Ice Patrol's helicopter can be contacted on VHF Channel 16 and is equipped to communicate on all maritime VHF-channels. The helicopter uses the call signal ISRECCO. Information given directly from the helicopter during normal ice reconnaissance is free of charge in addition to all information given via phone by the Ice Patrol, Narsarsuaq.

Icepilotage

Icepilotage is available on request permitted by weather conditions. All expenses for icepilotages will be charged to the vessel or company. Request for icepilotage can be directed to the Ice Patrol on telephone, fax or e-mail.

Types of information:

DMI's Ice Service produce ice charts based on information from different types of satellites, including data received from radar information which is independent of cloud coverage and daylight.

The area of observation is primary along the coast from Timmiarmiut - Cape Farewell - Paamiut (Frederikshåb) or along the westcoast to the most northern ice coverage.

Data interpretation and publication of icecharts outside the primary area of observation are conducted occasionally. Special ice charts can be ordered by contacting the DMI Ice Service.

For each Kap Farvel ice chart, a reduced ice report is produced. The reduced ice report consists of information on the spread of the ice and specifies the ice edge. On occasion, a reduced ice report is produced for the other areas of observation.

The report is produced on English and broadcasted on NAVTEX and can be obtained free of charge from the Greenlandic coastal radio stations.

An example of a reduced ice report:

Reduced ice report South Greenland¹ (date and time (UTC))
Conc of ice/polar ice observed inside 5925N 4358W 5930N 4420Wfullstop

The value of the reduced ice report is reduced day by day and after a couple of days it has only statistics value.

Distribution of ice information

Information received from the helicopter during reconnaissance as well as all available ice information is free of charge.

Telephone:

Information on the iceconditions can be obtained by contacting the Ice Patrol on telephone: +299 66 52 44 daily from 0800 - 1200 and 1300 - 1600 local time. (Local time = UTC minus 3 hours. Local summer time = UTC minus 2 hours). In a urgent situation outside the office hours it is also possible to contact the Ice Patrol on the same telephone number. Alternatively the Ice Patrol can be contacted on satellite telephone number: +881631420563.

Fax:

The latest ice information can be received (pulled) from Ice Patrol, Narsarsuaq on 24 hour service:

Fax: +299 66 53 44 (Chart 1: Cape Farewell ice chart, the weekly Greenlandic ice chart and the inshore ice report).

Fax: +299 66 52 47 (Chart 2: East- and/or Westcoast of Greenland, the weekly Greenlandic ice chart and the inshore ice report).

Coastal radio station:

The reduced ice report can be requested from the coastal radio station Aasiaat. 24 hour service.

E-mail:

It is possible to sign up for e-mail distribution of ice charts by sending a request to the Ice Patrol. Send an e-mail to isc@grennet.gl and specify which chart(s) You would like to receive (Cape Farewell, east coast or west coast). The size of an ice chart distributed by e-mail is about 90 kB.

Ice information is also available from all local harbour offices.

KNR - Kalaallit Nunaata Radio (Greenland Broadcasting Company):

The inshore ice report is broadcasted during KNR's Greenlandic & Danish service transmissions.

Internet:

The latest ice charts and inshore ice reports (in Danish and Greenlandic) can be obtained via the internet at: www.dmi.dk

Via NAVTEX:

The reduced ice report is broadcasted on NAVTEX [I], [M], [W] west coast of Greenland and [X], [R] east coast of Greenland.

Publication(s). [J.nr. 2008-000254].

(DMI November 2011)

¹ Areas: South Greenland = Ice area south of 62° 00' N, West Greenland = W-coast north of 62° 00' N and East Greenland = E-coast north of 62° 00' N.

A/23. Greenland. Information on GLK.

Former Efs. A/22 2011 (repetition).

Efs reference. A/24 2012.

Details. GLK is situated in Kangilinnguit (Grønnedal) in Arsuk Fjord (64° 14' N 48° 06' W). GLK is subordinated Defence Command Denmark (FKO), and the Chief of GLK refers directly to The Chief of Defence, Denmark.

GLK's main tasks are military defence of Greenland, area surveillance, Maritime Rescue Coordination Centre (MRCC Grønnedal) and search and rescue, fishery inspection in the Greenland Fishery Zone, maritime environmental surveillance and protection outside territorial waters, the mandatory ship reporting system GREENPOS, broadcasting navigational warnings via Greenland Broadcasting Company (KNR) and the coast radio stations. GLK also operates NAVTEX.

The Hydrographical Survey - Greenland is also situated in Kangilinnguit and the surveying priorities are discussed in cooperation with The Government of Greenland.

Fishery inspection:

GLK and Greenland Fishery and License Control (GFLK) work closely together on the matter of the mandatory reports and reported catches.

The Royal Danish Navy controls that vessels operating within the Greenland Fishery Zone abide by the Greenland's autonomy act and laws regarding fishery.

Publication(s). [J.nr. 2008-000298].

(GLK October 2011)

A/24. Greenland. Search and Rescue.

Former Efs. A/23 2011 (updated repetition).

Efs reference. A/23 2012, A/29 2012, A/30 2012.

Details. Responsibility for the combined Search and Rescue service in Greenland is divided between GLK/MRCC Grønnedal, ARCC Sønder Strømfjord and Chief Constable in Greenland.

GLK has operational control of all Danish ships deployed in Search and Rescue operations.

GLK is authorized to assign ship and material specific search areas. At all times, however, the master of the ship has the responsibility for his/hers own ship and crew.

According to SOLAS V regulation 33 the master of a ship at sea which is in a position to be able to provide assistance on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance.

It is the duty of the master of a ship, who on his/her own initiates a Search and Rescue operation in Greenlandic waters, to inform GLK/MRCC Grønnedal or the police.

Arrangements will be made with foreign vessels partaking in Search and Rescue operations.

24 hour contact:

GLK/MRCC Grønnedal, 3930 Grønnedal

Tel. +299 69 19 11

Fax +299 69 19 49

Inmarsat C 433 116 710

E-mail mrcc@glk.gl

iscomgl@glk.gl

RCC Sønder Strømfjord, Kangerlussuaq
 Tel. +299 84 12 01
 Fax +299 84 10 20

Chief Constable of Police in Nuuk, 3900 Nuuk
 Tel. +299 32 14 48, exchange 200
 Fax +299 32 41 94
 +299 32 33 48

Search and Rescue arrangements in Greenlandic waters

Generally:

The launch of a rescue operation can depend on a ship station. Distress messages are not always received directly by MRCC Grønneal, the police or a coast radio station. Initiation of a rescue operation can therefore depend on a re-transmission/relay of the distress message to MRCC Grønneal, the Police or the coast radio station.

Therefore, while at sea, DMA recommends all GMDSS vessels to maintain continuous listening watch on VHF channel 16.

GMDSS/DSC vessels must, while at sea, maintain continuous watch on the DSC distress channels. Please note that 2182 kHz is no longer on watch by the coast radio station, instead, MF DSC must be used.

The mandatory ship reporting systems in Greenlandic waters:

There are 2 systems, GREENPOS, for ships en route to and from Greenlandic ports and places of call, and COASTAL CONTROL (KYSTKONTROL), for ships in coastal trade between Greenlandic ports and places of call, see A/29 page 27 and A/30 page 29. All ships en route to and from Greenlandic ports and places of call are required to participate in the reporting system GREENPOS. All ships with a gross tonnage of 20 or more and fishing vessels en route between Greenlandic ports and places of call are required to participate in the reporting system COASTAL CONTROL (KYSTKONTROL).

MRCC Grønneal encourages ships in Atlantic transit, including cruise ships and survey ships, to report continuously in the GREENPOS system throughout the voyage.

The reporting system GREENPOS covers the area within the Greenlandic continental shelf or the EEZ (approx. 200 nautical miles off the coast of Greenland).

Publication(s). Ship's Routeing Edition 2010. Admiralty List of Radio Signals Vol. 5.
 [J.nr. 2008-000242].

(GLK October and DMA November 2011)

A/25. Greenland. Navigational warnings.

Former Efs. A/24 2011 (updated repetition).

Details. GLK broadcasts navigational warnings in co-operation with Greenland's Broadcasting Company (KNR) and Asiaat radio.

Navigational warnings are broadcasted by the Greenland Broadcasting Company weekdays at 1730 local time and at 1800 local time weekends. The warnings are read in Greenlandic and in Danish. The coast radio stations also broadcast the navigational warnings in Danish and English, cf. A/21 page 20.

GLK gathers and broadcasts all information concerning navigational warnings within the Greenlandic Fishery Zone. Navigational warnings provide mariners information on important incidents which may be of risk to navigation.

Many navigational warnings are of a temporary sort, while others remain in effect for several weeks and may result in an Efs. Local warnings are not broadcasted on NAVTEX.

Masters encountering navigational hazards or severe weather conditions should notify other vessels in the vicinity and GLK directly or via the police or a coast radio station.

Publication(s). [J.nr. 2008-000375].

(Tele Greenland September and GLK October 2011)



A/26. Greenland. W-Greenland. Transmission by NAVTEX.

Former EfS. A/25 2011 (updated repetition).

EfS reference. A/19 2012, A/20 2012.

Position. 1) 60° 41' N 46° 35' W, Simiûtaq.
2) 64° 04' N 52° 01' W, Igdlutaligssuaq (Telegraføen).
3) 72° 47' N 56° 09' W, Upernavik.

Details. As a part of the Global Maritime Distress and Safety System (GMDSS) safety messages of importance for W-Greenlandic waters will be transmitted from the NAVTEX-transmitters at Simiûtaq, Igdlutaligssuaq (Telegraføen) and Upernavik.

Simiutaq

NAVTEX ID: M
NAVTEX-frequency: 518 kHz
Broadcast hours: 0200, 0600, 1000, 1400, 1800 and 2200 UTC.

The station transmits safety information to the following Greenlandic meteorological warning areas: 5. Timmiarmiut, 6. Nunap Isuata Kangia, 7. Nunap Isuata Kitaa and 8. Nunarsuit.

Igdlutaligssuaq (Telegraføen).

NAVTEX ID: W
NAVTEX-frequency: 518 kHz
Broadcast hours: 0340, 0740, 1140, 1540, 1940 and 2340 UTC

The station transmits safety information to the following Greenlandic meteorological warning areas: 9. Narsalik, 10. Meqqitsoq and 11. Attu.

Upernavik

NAVTEX ID: I
NAVTEX-frequency: 518 kHz
Broadcast hours: 0120, 0520, 0920, 1320, 1720 and 2120 UTC.

The station transmits safety information to the following Greenlandic meteorological warning areas: 12. Uiffaq, 13. Qimusseriarsuaq and 14. Kiatak.

Note. Responsible operational authority is MRCC Grønnedal (GLK Kangilinnguit), who edits and prioritizes the messages on behalf of DMA.

Publication(s). [J.nr. 2008-000260].

(DaMSA and GLK October 2011)

A/27. Greenland. E-Greenland. Transmission by NAVTEX.

Former EfS. A/26 2011 (updated repetition).

EfS reference. A/19 2012, A/20 2012.

Position. 1) 63° 47' N 22° 31' W, Reykjavik.
2) 66° 11' N 18° 57' W, Saudanes.

Details. As a part of the Global Maritime Distress and Safety System (GMDSS) safety messages of importance for the E-Greenlandic waters will be transmitted from the NAVTEX-transmitters located on Iceland at Reykjavik and Saudanes.

Reykjavik

NAVTEX ID: X
NAVTEX-frequency: 518 kHz
Broadcast hours: 0350, 0750, 1150, 1550, 1950 and 2350 UTC.

The station transmits messages to the following Greenlandic meteorological warning areas: 3. Aputiteeq, 4. Kulusuk and 5. Timmiarmiut.



Saudanes

NAVTEX ID: R
 NAVTEX-frequency: 518 kHz
 Broadcast hours: 0250, 0650, 1050, 1450, 1850 and 2250 UTC.

The station transmits messages to the following Greenlandic meteorological warning areas:
 1. Daneborg, 2. Kangikajik and 3. Aputiteeq.

Note. Responsible operational authority is MRCC Grønnedal (GLK Kangilinnguit), who edits and prioritizes the messages on behalf of DMA.

Publication(s). [J.nr. 2008-000259].

(DaMSA and GLK October 2011)

A/28. The Faroe Islands. Transmission by NAVTEX.

Former EFS. A/27 2011 (repetition).

EFS reference. A/19 2012.

Position. 62° 01' N 6° 48' W, Tórshavn (Thorshavn).

Details. As a part of the Global Maritime Distress and Safety System (GMDSS) safety messages of importance for the waters surrounding the Faroe islands will be transmitted from the Faroe NAVTEX-transmitter at Tórshavn (Radio).

NAVTEX ID: D
 NAVTEX-frequency: 518 kHz
 Broadcast hours: 0030, 0430, 0830, 1230, 1630 and 2030 UTC.

Note. Responsible operational authority is MRCC Tórshavn, who edits and prioritizes the messages on behalf of DMA.

Publication(s). [J.nr. 2009-004617].

(DMA November 2011)

A/29. Greenland. Information on the GREENPOS system.

Former EFS. A/28 2011 (updated repetition).

EFS reference. A/24 2012.

Details. Information on the GREENPOS system:

1. The greenpos reporting system is mandatory. The system applies to all ships on voyage to and from Greenlandic waters and inside the Greenlandic continental shelf or exclusive economic zone.
 The ships are to report their position, course, speed and actual weather information every 6 hour.
2. When joining the system, the ship must send a sailingplan (sp) with the following information:
 - GREENPOS - SP
 - A. SHIP NAME/CALL SIGN
 - B. DATE AND TIME (151632UTC)
 - C. PRESENT POSITION
 - E. COURSE
 - F. SPEED
 - I. DESTINATION AND ESTIMATED TIME OFF ARRIVAL
 - L. ROUTE
 - S. ACTUAL WEATHER AND ICE INFORMATION
 - X. PERSONS ONBOARD (POB XX)

3. After joining the system the ship must send a position report (pr) every 6th hour (at 0000, 0600, 1200, 1800 utc). The pr includes the following information:
 - GREENPOS - PR
 - A. SHIP NAME/CALL SIGN
 - B. DATE AND TIME
 - C. PRESENT POSITION
 - E. COURSE
 - F. SPEED
 - S. ACTUAL WEATHER AND ICE INFORMATIONS
4. When the ship leaves the reporting area (Greenland EEZ) or upon arrival at the greenlandic destination the ship must send a final report (fr) including the following information:
 - GREENPOS - FR
 - A. SHIPS NAME/CALL SIGN
 - B. DATE AND TIME GROUP
 - C. PRESENT POSITION
 - S. ACTUAL WEATHER AND ICE INFORMATIONS
5. If the ship changes destination or alter its route, the ship must send a deviation report (dr) including the following information:
 - GREENPOS - DR
 - A. SHIPS NAME/CALL SIGN
 - B. DATE AND TIME
 - C. PRESENT POSITION
 - L. SHORT DESCRIPTION OF NEW ROUTE.
6. As the system is a part of the search and rescue assistance system it is important that the ship reports in accordance with the above. If the ship is more than 30 minutes overdue with its report, MRCC GROENNEDAL are obliged to investigate the ships missing report and if MRCC GROENNEDAL is unable to establish contact with the ship, mrcc groennedal will initiate a search and rescue mission.
7. All reports are to be sent directly to MRCC GROENNEDAL or via AASIAAT RADIO.

MRCC GROENNEDAL NUMBERS:

INMARSAT C: 433 116 710
e-mail: iscomgl@glk.gl
Tel +299 691911
Fax +299 691949

Publication(s). Ships' Routeing Edition 2010. [J.nr. 2008-000352].

(Tele Greenland September and GLK October 2011)

A/30. Greenland. Information on COASTAL CONTROL system.

Former EfS. A/29 2011 (updated repetition).

Details. Information on the COASTAL CONTROL system:

1. The COASTAL CONTROL reporting system is mandatory to ships larger than 20 BRT on voyage to and from Greenlandic harbours and ports of call. The ships are to report their position, course and speed every 24th hour.
2. When joining the system, the ship must send a sailing plan (sp) with the following information:
 - COASTAL CONTROL - SP
 - A. SHIP NAME/CALL SIGN
 - B. DATE AND TIME (151632UTC)
 - C. PRESENT POSITION
 - E. COURSE
 - F. SPEED
 - I. DESTINATION AND ESTIMATED TIME OFF ARRIVAL
 - L. ROUTE
 - X. PERSONS ONBOARD (POB XX)
3. After joining the system the ship must send a position report (PR) every 24th hour. The PR includes the following information:
 - COASTAL CONTROL - PR
 - A. SHIP NAME/CALL SIGN
 - B. DATE AND TIME
 - C. PRESENT POSITION
 - E. COURSE
 - F. SPEED
4. When the ship leaves COASTAL CONTROL either on arrival to port or when joining GREENPOS the ship must send a final report (FR) including the following information:
 - COASTAL CONTROL - FR
 - A. SHIPS NAME/CALL SIGN
 - B. DATE AND TIME GROUP
 - C. PRESENT POSITION
5. If the ship changes destination or alter its route, the ship must send a deviation report (DR) including the following information:
 - COASTAL CONTROL - DR
 - A. SHIPS NAME/CALL SIGN
 - B. DATE AND TIME
 - C. PRESENT POSITION
 - L. SHORT DESCRIPTION OF NEW ROUTE.
6. As the system is a part of the search and rescue assistance system it is important that the ship reports in accordance with the above. If the ship is more than 1 hour overdue with its report, the coast radio stations are obliged to report to the police. It is the police who desires whether to initiate a search and rescue mission.
7. All reports are to be send directly to AASIAAT RADIO:
 - Asiaat Radio
 - Via radio on VHF, MF, HF
 - E-mail: oyr@tele.gl
 - Tel. +299 130000, +299 893126
 - Fax. +299 892777

Publication(s). [J.nr. 2010-009546].

(Tele Greenland October 2011)

A/31. Radio reporting service AMVER.

Former EfS. A/30 2011 (updated repetition).

Details. AMVER (Automated Mutual Assistance Vessel Rescue System) is a radio reporting service led by the US Coast Guard that is open to all ships on voyages in the Atlantic Ocean and the Pacific Ocean. Ships that want to participate can, free of charge, transmit reports on their positions and movements via Inmarsat-C and a number of designated coast radio stations to subsequently form part of an AMVER plot. The purpose of AMVER is to determine fast in an emergency what ships are in the vicinity that could be of assistance. On the other hand, the intention of AMVER is not to control the voyages of each individual ship. A great number of Danish ships have taken part in the AMVER plot for many years.

For more details about AMVER go to www.amver.com.

Additional information about AMVER and instructions on the drawing up and transmission of reports on positions and movements is available from US Coast Guard's port captains and ship inspection offices in all major ports in the USA or can be requested in writing from one of the addresses below:

Commander, Atlantic Area,
U.S. Coast Guard,
Bldg. 110, P.O. Box 26
Governors Island,
New York, N.Y. 10004-5034
USA
Tel. 212 668-7762
Telex 127594 AMVER NYK
Fax 212 668-7684

Commander,
U.S. Coast Guard,
Washington, DC 20593
Commander, Pacific Area,
U.S. Coast Guard,
Government Island,
Alameda,
California, 94501-5100,
USA

Commander,
Coast Guard Activities Europe
Box 50
7 North Audley St.
London W. 1
England

The material is also available in Danish, and if you request it in writing, it should be stated in which language the material is requested.

The DMA recommends that Danish ships take part in AMVER to the widest extent possible.

Publication(s). [J.nr. 2008-000252].

(DMA November 2011)

A/32. Conversion between seconds and decimal minutes.*Former EFS. A/31 2011 (updated repetition).*

"	,0	,1	,2	,3	,4	,5	,6	,7	,8	,9
0	0,000	0,002	0,003	0,005	0,007	0,008	0,010	0,012	0,013	0,015
1	0,017	0,018	0,020	0,022	0,023	0,025	0,027	0,028	0,030	0,032
2	0,033	0,035	0,037	0,038	0,040	0,042	0,043	0,045	0,047	0,048
3	0,050	0,052	0,053	0,055	0,057	0,058	0,060	0,062	0,063	0,065
4	0,067	0,068	0,070	0,072	0,073	0,075	0,077	0,078	0,080	0,082
5	0,083	0,085	0,087	0,088	0,090	0,092	0,093	0,095	0,097	0,098
6	0,100	0,102	0,103	0,105	0,107	0,108	0,110	0,112	0,113	0,115
7	0,117	0,118	0,120	0,122	0,123	0,125	0,127	0,128	0,130	0,132
8	0,133	0,135	0,137	0,138	0,140	0,142	0,143	0,145	0,147	0,148
9	0,150	0,152	0,153	0,155	0,157	0,158	0,160	0,162	0,163	0,165
10	0,167	0,168	0,170	0,172	0,173	0,175	0,177	0,178	0,180	0,182
11	0,183	0,185	0,187	0,188	0,190	0,192	0,193	0,195	0,197	0,198
12	0,200	0,202	0,203	0,205	0,207	0,208	0,210	0,212	0,213	0,215
13	0,217	0,218	0,220	0,222	0,223	0,225	0,227	0,228	0,230	0,232
14	0,233	0,235	0,237	0,238	0,240	0,242	0,243	0,245	0,247	0,248
15	0,250	0,252	0,253	0,255	0,257	0,258	0,260	0,262	0,263	0,265
16	0,267	0,268	0,270	0,272	0,273	0,275	0,277	0,278	0,280	0,282
17	0,283	0,285	0,287	0,288	0,290	0,292	0,293	0,295	0,297	0,298
18	0,300	0,302	0,303	0,305	0,307	0,308	0,310	0,312	0,313	0,315
19	0,317	0,318	0,320	0,322	0,323	0,325	0,327	0,328	0,330	0,332
20	0,333	0,335	0,337	0,338	0,340	0,342	0,343	0,345	0,347	0,348
21	0,350	0,352	0,353	0,355	0,357	0,358	0,360	0,362	0,363	0,365
22	0,367	0,368	0,370	0,372	0,373	0,375	0,377	0,378	0,380	0,382
23	0,383	0,385	0,387	0,388	0,390	0,392	0,393	0,395	0,397	0,398
24	0,400	0,402	0,403	0,405	0,407	0,408	0,410	0,412	0,413	0,415
25	0,417	0,418	0,420	0,422	0,423	0,425	0,427	0,428	0,430	0,432
26	0,433	0,435	0,437	0,438	0,440	0,442	0,443	0,445	0,447	0,448
27	0,450	0,452	0,453	0,455	0,457	0,458	0,460	0,462	0,463	0,465
28	0,467	0,468	0,470	0,472	0,473	0,475	0,477	0,478	0,480	0,482
29	0,483	0,485	0,487	0,488	0,490	0,492	0,493	0,495	0,497	0,498
30	0,500	0,502	0,503	0,505	0,507	0,508	0,510	0,512	0,513	0,515
31	0,517	0,518	0,520	0,522	0,523	0,525	0,527	0,528	0,530	0,532
32	0,533	0,535	0,537	0,538	0,540	0,542	0,543	0,545	0,547	0,548
33	0,550	0,552	0,553	0,555	0,557	0,558	0,560	0,562	0,563	0,565
34	0,567	0,568	0,570	0,572	0,573	0,575	0,577	0,578	0,580	0,582
35	0,583	0,585	0,587	0,588	0,590	0,592	0,593	0,595	0,597	0,598
36	0,600	0,602	0,603	0,605	0,607	0,608	0,610	0,612	0,613	0,615
37	0,617	0,618	0,620	0,622	0,623	0,625	0,627	0,628	0,630	0,632
38	0,633	0,635	0,637	0,638	0,640	0,642	0,643	0,645	0,647	0,648
39	0,650	0,652	0,653	0,655	0,657	0,658	0,660	0,662	0,663	0,665
40	0,667	0,668	0,670	0,672	0,673	0,675	0,677	0,678	0,680	0,682
41	0,683	0,685	0,687	0,688	0,690	0,692	0,693	0,695	0,697	0,698
42	0,700	0,702	0,703	0,705	0,707	0,708	0,710	0,712	0,713	0,715
43	0,717	0,718	0,720	0,722	0,723	0,725	0,727	0,728	0,730	0,732
44	0,733	0,735	0,737	0,738	0,740	0,742	0,743	0,745	0,747	0,748
45	0,750	0,752	0,753	0,755	0,757	0,758	0,760	0,762	0,763	0,765
46	0,767	0,768	0,770	0,772	0,773	0,775	0,777	0,778	0,780	0,782
47	0,783	0,785	0,787	0,788	0,790	0,792	0,793	0,795	0,797	0,798
48	0,800	0,802	0,803	0,805	0,807	0,808	0,810	0,812	0,813	0,815
49	0,817	0,818	0,820	0,822	0,823	0,825	0,827	0,828	0,830	0,832
50	0,833	0,835	0,837	0,838	0,840	0,842	0,843	0,845	0,847	0,848
51	0,850	0,852	0,853	0,855	0,857	0,858	0,860	0,862	0,863	0,865
52	0,867	0,868	0,870	0,872	0,873	0,875	0,877	0,878	0,880	0,882
53	0,883	0,885	0,887	0,888	0,890	0,892	0,893	0,895	0,897	0,898
54	0,900	0,902	0,903	0,905	0,907	0,908	0,910	0,912	0,913	0,915
55	0,917	0,918	0,920	0,922	0,923	0,925	0,927	0,928	0,930	0,932
56	0,933	0,935	0,937	0,938	0,940	0,942	0,943	0,945	0,947	0,948
57	0,950	0,952	0,953	0,955	0,957	0,958	0,960	0,962	0,963	0,965
58	0,967	0,968	0,970	0,972	0,973	0,975	0,977	0,978	0,980	0,982
59	0,983	0,985	0,987	0,988	0,990	0,992	0,993	0,995	0,997	0,998

A/33. Publications from Danish Maritime Authority.

Former EfS. A/32 2011 (updated repetition).

Details. The Danish Maritime Authority, DMA, publishes following publications:

Navigation through Danish Waters¹, Danish List of Lighthouses¹, Aids to Navigation of Danish Waters² and EfS. Last mentioned will be published once a week.

The publications can be ordered by contacting Danish Maritime Authority, Overgaden oven Vandet 62 B, P.O. Box 1919, 1023 Copenhagen K., tel. +45 3268 9500, fax +45 3257 4341, e-mail frv@frv.dk, internet www.frv.dk.

The Digital edition of Notice to Mariners (EfS) usually released every Friday, is free and can be received by email with attachment via subscription service. Registration to the subscription service can be made at the homepage www.frv.dk.

Alternatively, the digital edition can be downloaded directly on www.frv.dk.

Users of EfS without access to the internet may contact Iver C. Weilbach & Co. A/S and weekly receive a printed version of the publication send by post. Please note that payment will be set and charged by Iver C. Weilbach & Co. A/S concerning last mentioned service. For further information concerning this service please contact, Iver C. Weilbach & Co. A/S, tel. +45 3334 3560 or via e-mail, nautical@weilbach.dk.

Messages to use for updating the publications will be brought in Notices to Mariners (EfS). New editions and cancellation of previous editions is also published in Notices to Mariners (EfS).

Cancelled publications should not be used because EfS only refer to the latest version.

DMA welcomes information about errors in the publications.

DMA has no liability for damage caused by possible errors in the publications.

Reproduction of the DMA published publications are not allowed without permission.

Publication(s). [J.nr. 2008-000376].

(DMA November 2011)

A/34 KMS's nautical products. Charts and publications and their maintenance.

Former EfS. A/33 2011 (updated repetition).

Details. Official Danish charts and publications covering Danish, Greenlandic and Faroese waters are issued by KMS, Hydrographic Office. Charts and publications can be obtained via Iver C. Weilbach & Co. A/S, tel. +45 3334 3560, e-mail nautical@weilbach.dk, and www.weilbach.dk.

Publishing

KMS, Hydrographic Office publishes charts covering Danish, Greenlandic and Faroese waters. The following publications are published in Danish and English free of charge at www.kms.dk: Chart (INT 1)³ (symbols, abbreviations and terms used on charts), Behind the Nautical Chart³ (surveying, reliability and use) and Danish Chart Corrections³.

The following publications are published in Danish only: Catalogue of nautical publications including Index Danish Charts and Index Greenlandic and Faroese Charts, Sailing Directions concerning Danish, Greenlandic and Faroese waters. Updated information on all Danish harbours and bridges can be accessed on www.danskehavnelods.dk.

Information on current editions of charts and latest print of these is given continuously on www.kms.dk.

Publication of charts (new editions, updated reprints and new charts etc.) are announced in Danish Chart Corrections. Updated reprints do not cancel the previous print of the same edition but due to the continuous correction work users are advised to order updated reprints. When extensive changes occur the charts will be published as new editions, which will cancel the previous edition. As updated charts are most important for safe navigation users are recommended to keep charts updated and always use the latest edition. Cancelled charts and publications should not be used as EfS, Danish Chart Corrections and supplements to the publications only refer to the latest edition. Please note that corrections to charts after the date of printing must be carried out by the user.

¹ Available only as free publication on www.frv.dk

² Available as printed edition and as free publication on www.frv.dk

³ Available as free publication on www.kms.dk

Updating

KMS weekly publishes Danish Chart Corrections, describing in Danish and English the corrections necessary for the maintenance of charts and publications. Danish Chart Corrections can be accessed on www.kms.dk. EFS published by DMA brings information of significance to navigation, including information of preliminary and temporary character. Part of this information may be of importance to charts and publications and should be added as amendments or remarks. EFS can be accessed on www.frv.dk. Users of Danish Chart Corrections with internet access can free of charge download the publication to their own PC or print corrections from the KMS website. They could also sign a free subscription with Iver C. Weilbach & Co. A/S, for a weekly sent PDF version of the publication via e-mail. Users of Chart Corrections without access to internet in want of a subscription service can contact Iver C. Weilbach & Co. A/S to obtain a weekly printed version of the publication sent by post. Please note that for the latter subscription service there is a charge set by Iver C. Weilbach & Co. A/S.

Notifications of errors and/or omissions on charts and nautical publications are welcome and should be submitted to KMS, Hydrographic Office, Charting, 8 Rentemestervej, 2400 Copenhagen NV, Denmark, e-mail soe@kms.dk.

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Publication(s). [J.nr. 2008-000262].

(KMS November 2011)

A/35. DMI publications.

Details. DMI publishes following publications:

Tide tables for Danish, Faroese and Greenlandic waters.

The publications can be obtained at DMI, Lyngbyvej 100, 2100 Copenhagen Ø, tel. +45 3915 7500 or via internet:www.frv.dk.

Publication(s). [J.nr. 2011-013382].

(DMA 2011)

A/36. Prices for charts and publications.**Charts**

Type	Incl. 25 % VAT
Danish, Greenlandic, Faroese charts printed on standard paper format	DKK 160.00
Various charts printed in large paper format ¹ :	DKK 186.00
Chart for educational purpose	DKK 43.50
Great circle charts	DKK 63.00

Publications

Title	Incl. 25 % moms/VAT
Aids to Navigation of Danish Waters (printed version) (Afmærkning af danske farvande)	DKK 85.00 Free of charge at frv.dk
Behind the Nautical Chart	Free of charge at kms.dk
Den danske Havnelods, Erhvervshavne, 2002	DKK 400.00
Den danske Lods II, incl. Tillæg nr. 3	DKK 158.00
Den færøske Lods, 1983	DKK 177.00
Appendix 3:	Free of charge at kms.dk
Havneoplysninger for Færøerne, 1983	DKK 100.00
Appendix 1, 1989	DKK 56.00
Den grønlandske Havnelods, 1990	DKK 527.00
Appendix 2, 1998	DKK 48.00
Den grønlandske Lods I, Vestgrønland, 1966	DKK 353.00
Appendix no. 11	DKK 102.00
Den grønlandske Lods, 2. del, Østgrønland, 2008	DKK 370.00
Danish Notices to Mariners (EFS)	
Danish List of Lights	Free of charge at frv.dk
General nautical information 2006, cd-rom	DKK 120.00
Kort 1 · INT 1. Symbols, abbreviations and terms used in Danish charts. (printed version).	DKK 65.00 Free of charge at kms.dk
Chart Corrections (SKR)	Free of charge at kms.dk
Tide tables for Danish, Faroese and Greenlandic Waters 2011	Free of charge at frv.dk
Tide tables for Danish, Faroese and Greenlandic Waters 2012	Free of charge at frv.dk

(KMS and DMA December 2011)

¹ Existing Greenlandic charts, printed in large paper format, will during a coming reprint production be printed on standard paper format. For further information contact the distributor: Iver C. Weilbach & Co, see www.weilbach.dk