



## RCC Pilotage Foundation FAROE, ICELAND AND GREENLAND

Supplement No.6  
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### Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

These notes cover known corrections and feedback from visiting yachtsmen. Users should refer to *Notices to Mariners* for the latest official corrections including changes to lights.

Page references are made to *Faroe, Iceland and Greenland* 3rd Edition, 2004.

The latest input of technical information is February 2010. This Supplement is cumulative, and information added since the last Supplement is highlighted in **Blue**.

Reports have been received from the following:  
Andrew O'Grady and Ulla Norlander (AO'G), Rev Bob Shepton (RLS), Annie Hill and Trevor Robertson (AH), Brian Black (BB), Noël Marshall (NM), Anthony Browne (AB), Lady Denise Evans (DE), Henry Clay (HC), Alistair Pratt (AP), Richard Haworth (RH), James Nixon (JN), James F. Foley (JFF), Icelandic Maritime Service, Icelandic Coast Guard (MTS, ICG/LHG), Carol Smolawa (CS), Knútur Karlsson (KK), Holger Emmel (HE), Andrew Wilkes (AW), Jim Reeves (JR), Mark Hillmann (MH), Brian Black (BB), Eric Bann (EB), Chris Hamblin (CH), Alan Ker (AK).

The editors are most grateful to all the above and would welcome further corrections or additions, which should be addressed to the Publishers.

### Page ii Caution

The Caution notice has been revised and is attached at the end of this Supplement.

## FAROE

*Page 8 Travel* (AP 2006)

In 2007, the Smyril Line are reintroducing a summer service from Scrabster in the N of Scotland, using the Norröna car ferry. This will run from mid-June until the end of August.

Information on [www.smyril-line.com](http://www.smyril-line.com)

Relatively cheap helicopter flights link the islands and are centred on the airport on Vágur, which could be useful for a visit to Mykines.

*Page 10 Charts and Pilotage Information* (HE) (MH)  
Visit Jacobsen's Bókahandil website  
[www.bokhandil.fo](http://www.bokhandil.fo). All information can be sent by post.

### Tidal Information

Excellent and detailed tidal stream charts are available on the web. Visit [www.mid.fo/streymkort.htm](http://www.mid.fo/streymkort.htm) (or [www.mid.fo/streymkort](http://www.mid.fo/streymkort)) These are in 15minute steps and show counter eddies.

### Page 13 Weather Forecasts

Add: A brief, but useful forecast is broadcast in English by the National Radio Station on FM 89.8/87.5 MHz and on MW 531 kHz at 08.45 on weekdays.

Add: NAVTEX radio station Føroyar/Tórshavn [D] 62°01'N 06°48'W. (*ALRS Vol 5*)

NAVTEX [D] Reported excellent, with weather forecasts four times a day, weather warnings and outlook for the next 24 hrs for the four adjacent sea areas. The Outer banks (Ytri) lie to the SW of the Faroe Islands, Iceland Ridge to the NW, Fugloy bank to the NE and Munkagrund to the SE. (HE)

*Page 14 F.1 Vágur* (AP 2006)

### Facilities

Add: Showers (Dkr25), washing machine (Dkr20) with tumble drier (Dkr15) available on week-days at Suðuroyar Heimavirki.

### Page 16 F.2b Øravík

It is reported that it is possible to anchor in a large area inshore of the fish farm, which offers it some protection. Enter from the S.

*Page 17 F.5c Skálavík* (CH & EB 2009)

Although the approach is exposed to the E, it is reported that the inner harbour provides shelter under all conditions, with a minimum depth of 3m. Yachtsmen are encouraged to use the community house, with hot water, cooking facilities and toilets. Shop, post office and liquor store.

*Page 17 F.7 Hestur* (HE)

There are spectacular caves on the S side of the island, which could be visited by dinghy on a calm day.

*Page 18 F.10 Sørvágur* (HE)

Free power. Gas bottles from the Chandler behind the Harbourmaster's office.



Page 21 F.13 Tórshavn (AP2006)

#### Facilities

Berthing charge remains the same (2006) and should be paid at the harbour office. New Tourist Office with internet access at Jacobsens Bókahandil.

Tokens and key for showers and washing machine are available from the hotel on the corner. Power available on the quay. If a diver is needed, contact Atlantic Diving ☎ 316979. (HE)

Page 24 F.23 Eiði (HE) (MH)

New harbour wall under construction (2008) in the N part of the harbour.

F.25 Norðragøta (HE)

Showers are available in the small café close to the harbour.

#### ICELAND

Page 29 Travel External (AP 2006)

In 2007, the Smyril Line are reintroducing a summer service from Scrabster in the N of Scotland, using the Norröna car ferry. This will run from mid-June until the end of August.

Information on [www.smyril-line.com](http://www.smyril-line.com)

Page 33 Cruising areas and approach

#### Approach from the E

Add: Hvalbakur (64°36'N 13°17'W) is an isolated, dangerous rock with radar reflector and lies about 25M E of Djúpivogur (Berufjörður).

Page 34 Charts and publications (AP 2006)

Add: Icelandic chart corrections are available on [www.lhg.is/english/hydrographic\\_department](http://www.lhg.is/english/hydrographic_department)

Page 35 Chart Agents (WK 2006)

Raför is now located in a new office in the Sundahofn, about 4km E of the main harbour.

Address Raför, Sundaborg 1, 101 Reykjavík ☎ +354 551 5475 Fax +354 552 8595 Email [rafor@rafor.is](mailto:rafor@rafor.is) or [ari@rafor.is](mailto:ari@rafor.is)

Page 36 Iceland VHF Radio diagram

Add working frequencies for the following VHF Transmitters:

Hvalnes Ch 26, Þverfjall Ch 25, Dalatangi Ch 26, Gagnheiði Ch 25. (UKHO NM Wk 46 2004)

Page 37 Weather Forecasts (IMTS, LHG)

2. Add: Reykjavík Radio broadcasts weather forecasts in English at 0200, 0500, 0800, 1100, 1400, 1700, 2000 and 2300 UTC, or as close as possible to those times and weather warnings as required, after a preliminary call on Ch16.

5. Add: NAVTEX radio station Føroyar/Tórshavn [D], 62°01'N 06°48'W, operational. (ALRS Vol 5)

Search and Rescue (SAR) (IMTS, LHG)

Add: Icelandic Coast Guard (LHG) operates four helicopters, one fixed wing aircraft and two ocean going vessels. Two SAR helicopters are on call at all times. Operational radius, a maximum of 150–270NM from shore, depending on helicopter available. Normal response times are 30 minutes from dispatch.

The Ship Reporting System is now mandatory.

For details, see *ALRS Vol 6*.

For brief summary see new Appendix F.

Add: Note that the new telephone number for the Maritime Traffic Service, (IMTS) is ☎ +354 545 2100.

IMTS includes the Icelandic Coast Guard operations, Icelandic Vessel monitoring service (VMS) and the Icelandic Coast Radio service (☎ +354 551 1030). All Icelandic coastal radio stations are remotely controlled from the IMTS.

Page 38 I.1 Vestmannaeyar Harbour (AP 2008)

#### Berth and Facilities in Nausthamarsbryggja

Fuel is now available on the end of the second pontoon – contact Harbourmaster or the Shell office, which is at the N end of the Friðarhöfn, where payment should be made.

The best berth for a yacht is on the third pontoon. Electricity and water available – contact Harbourmaster.

Page 40 I.3 Grindavík (AP 2008)

#### Berth

Approaching the small boat harbour at the E end, note that the S part of the harbour is shallow – keep on the leading line (068°, Oc.R.3s) until near the end of the jetty (Eyjabakki) before turning to starboard into the small boat harbour, which now has a depth of two to 4m.

Page 42 I.6 Hafnarfjörður (WK 2008)

#### Berth

Delete: (If in difficulty, contact Geir Gislasson ☎ 5551612).

I.7 Reykjavík (AP 2006)

#### Berth

There is now a charge for lying on the visitor's pontoon of €50 for up to seven days. A key is provided for the toilet and showers and includes use of a washing machine. There is also a visitor's pontoon close to Brokey in the SE corner of the harbour.

Page 44 I.9 Akranes (WK 2006)

#### Berth

Visiting yachts should now berth alongside a new concrete pontoon, which runs across the harbour from the central jetty.

Add new harbour:

I.10a Arnarstapi (RLS 2006)

64°46'N 23°38'W

Chart 41

#### General

A spectacular anchorage under the SE flank of the Snæfellsjökull, with a very small harbour. It is protected from the W and N and could be useful if head winds cause problems rounding Öndverðarnes.

#### Approach

Approach is straightforward from the SE, but there are rocks off the point to the S of the harbour to be



avoided.

#### **Anchorage**

Anchor off in Breiðavík in a suitable depth, good holding.

#### **Harbour** (AP 2008)

The harbour is entered between the rubble breakwater and a green pole, marking the end of a rock which restricts the harbour entrance.

A shoal area stretches from the green pole to the second innermost ladder on the harbour wall. Inside this line, depths are less than 1.5m at LW. Under the right conditions, this is a most attractive harbour and has been used by a 40ft yacht drawing 2m; but is subject to surge and should not be used if there is swell running in from a southerly direction. Water and shore power available.

#### *Page 45* **I.12 Ólafsvík** (AP 2008)

Add: Berth on the main pontoon to port as you enter the small boat harbour, by arrangement with the Harbourmaster. Water and electricity available. Fuel on the inner pontoon.

#### **I.13 Grundarfjörður** (WK 2006)

##### **Navigation**

Add after: 'outlying shoals' – however, in reasonable conditions it is possible to enter in the white sector of Krossnes Light between 97° and 128.5°. Note also that a reef extends to the NW of Melrakkaey and it is therefore preferable to leave the island to starboard, when entering from the N.

Add new anchorage:

#### **I.13a Kolgrafafjörður** (WK 2006)

65°N 23°03'W

Chart 41

##### **General**

This large bay lies to the W of the famous Berserkjahraun. The narrows to the W of Berserkseyraroddi have been closed by a road bridge, denying the anchorages in the inner bay.

##### **Approach**

From the NW, using Chart 426, there should be no problems following the deep-water route in.

##### **Berth**

Either anchor in 3m in the SE corner, off Berserkseyri Farm, or for better protection, enter Hraunfjörður leaving the gravel bank of Seljaoddi close to port – the channel carries 4–5m and there is sufficient water just inside to anchor in perfect shelter in 3–4m mud.

##### **Remarks**

From the anchorage, it is a 4km walk to the Berserkjahraun.

#### *Page 46* **I.16 Stykkishólmur** (HC 2006)

##### **Facilities**

The boat yard appears to be excellent and capable of repairs in steel, wood and GRP, to a high standard.

#### *Page 47* **I.19 Flatey** (WK 2006)

##### **Berth**

It is also possible to lie on the jetties at the SW end of

the island, clear of the ferry berth.

#### **I.20 Vatnsfjörður** (WK 2006)

##### **Approach**

Approaching the anchorage at the head of the fjord, keep mid-channel between the island and the E shore, carrying 5–6m, but beware reef projecting from the E side of the island.

##### **Berth**

Depths to the N of the island at the head are relatively shallow, but it is possible to find >2m and the island provides some protection.

##### **Remarks**

Not far from the anchorage, on the NW shore, Hótel Flókelundur has reasonable meals and a thermal swimming pool.

#### **I.20a Rauðasandsbugur** (AP 2008)

Rauðasandsbugur is a large bay, which lies to the SE of Bjargtangar and is protected from the N. If the combination of strong northerlies and tides make progress northward difficult, anchorage can be found in a small bay 7M E of Bjargtangar called Keflavík (65°30'N 24°14'W). Anchor off a small stream and a refuge hut in 6 to 8m, sand and boulders. Open to swell from the S, but protected to a degree from swells from the W by a small headland which forms the W side of Keflavík Bay.

#### *Page 49* **I.21 Patreksfjörður** (AP 2006)

##### **Berth**

Entering the small boat harbour, the quay on the port side has at least 3m alongside for most of its length.

#### *Page 50* **I.26 Suðureyri** (WK 2006)

##### **Approach**

The leading line has been removed. To enter, leave the stone jetty about half a cable on the starboard hand and steer approximately 100° towards three spar buoys – one red and two green, which lead into the harbour.

Hotel VEG Gisting has internet access and are very helpful. (HC2006)

#### *Page 51* **I.36 Æðey** (WK 2006)

The owner prefers yachts to anchor off, rather than attempt to enter the pool; but do not anchor over the power cable, which runs to the entrance to the pool and not as shown on the chart.

If sailing around the N of the island keep N of the islet off the N point since the passage between is obstructed by an alkathene water pipe. There is no longer the overhead power line mentioned in NP11. The old ferry jetty may be approached from the NW and has at least 2m on the end.

#### *Page 55* **I.44 Hornvík** (AP2006)

##### **Anchorage**

Off Hornvík Farm, the bottom is round boulders. Trip line may be advisable.

*Page 56* Add new:

#### **I.46a Reykjarfjörður** (WK 2006)

65°58'N 21°22'W



Chart 53

**General**

A deep fjord 5M long, 4M S of Trékyllisvík, offering good protection. Near the head, there is a former herring oil factory and the friendly Hótel Djúpavík.

**Approach**

The fjord is entered to the S of Gjögur Lt – Fl(4)WRG.30s – on the Reykjanes Peninsula. Detached reefs lie 2M E of the Lt and are covered by the green sector, but the approach from the ESE is clean.

**Berth**

Either anchor in sand just off the hotel, avoiding the ruins of the old wooden jetties in front of the factory, or go around into the next bay to the W, where better protection may be had close in. There is a small private jetty about 200m E of the hotel with 2m alongside, which might be used with permission.

**Facilities**

Showers and good meals at the hotel. The old factory is being developed as a small herring museum.

**I.46b Hólmavík** (WK 2006)  
 65°42'N 21°41'W  
 Charts 53 & 54

**General**

A small fishing harbour lying 7M up the broad Steingrímsfjörður, with easy access.

**Approach**

Shoals lie to the NE of Grimsey Lt to be avoided, thereafter the fjord is 2M wide and clean. The harbour entrance faces SE and note that rocks extend a short distance from the rubble breakwater on the E side.

**Berth**

Berth on the S quay. Note that the small boat float is shoal.

**Facilities**

Bar and restaurants in the old village by the harbour. Supermarket, bank with ATM and petrol station 10 min walk up the hill, in a new development. Contact the harbourmaster for diesel and water.

**I.46c Hvammstangi** (WK 2006)  
 65°24'N 20°57'W  
 Chart 54

**General**

Small harbour on the E side of Miðfjörður, in an attractive agricultural area, with very easy access.

**Berth**

The harbour entrance faces SW. Berth alongside the S quay.

**Facilities**

Small supermarket with Vin Búð liquor store. Diesel and water available.

**I.47a Blönduós** (WK 2006)  
 65°40'N 20°18'W  
 Chart 53

**General**

An important town and centre for the horse breeding

area, as well a base for salmon fishermen; the nearby Laxá river reputedly the best in Iceland. There is a large hotel, banks, supermarket etc; however the very small harbour is some distance from the town and poorly protected. Unless there are particular reasons for visiting by yacht, it is better to berth at Skagaströnd, 10M to the N and visit by road.

**I.47b Lambhúsavík** (WK 2006)  
 65°37'N 20°37'W

In suitable weather there is an attractive anchorage in the SW corner of Húnafjörður, 8M WSW of Blönduós (NP11 6.106). It is reported that, at the head of the fjord, the mouths of the rivers have silted up due to hydro schemes and can not now be entered.

**I.48 Kálfshamarsvík** (DE 2006)  
 Secure anchorage confirmed.

**Page 56 I.49 Siglufjörður** (AP 2008)

**Facilities**

Washing machine and drier in the shower/WC building. Key from the Herring Museum office – small charge. Folk Music Centre worth a visit.

**Page 57 I.51 Dalvík** (AP2006)

**Berth**

The bottom shoals very quickly to <1m beyond the fuel berth – the deeper water is on the E side.

**Facilities**

The baker has now closed. There is a good DIY shop next to the supermarket.

Fuel arranged through Olis Garage on the outskirts of the town.

**Page 58 I.55 Flatey** (HC 2006)

**Berth**

In 2006 the inner harbour was choked with weed and there was <1m alongside the wooden quay on the S side, however it was possible to lie in about 2m at the end of the new floating pontoon. Dredging is carried out, once in a while; but it is wise to anchor off, or lie alongside the stone jetty outside, to check the situation before entering.

**Page 59 I.57 Kópasker** (AP2006)

Although this harbour has been used to shelter in a NW Force 9, there is very little room and it is somewhat exposed.

**Berth**

Delete and replace by:

Berth on the E side of the main pier, where there is >2.5m alongside, as far as the white oil tank. For better shelter, the small inner harbour is now protected by a breakwater running W-E from the main breakwater and has a pontoon for small craft. Towards the end of the main pier on the W side, there are depths of 3m alongside and >2m on the E side of the pontoon near the S end – the W side is shallow.

Add new:-

**I.57a Hraunhöfn** (WK 2006)  
 66°32'N 16°02'W  
 Charts 62 & 63



### General

This ancient Viking anchorage lies just SW of Hraunhafnartangi – light Mo(N)WR.30s. This is the northernmost point of Iceland and just S of the Arctic Circle. Protected from the NE through S to WSW and to a certain extent from swell by a shallow bar, which runs SW from the Lt Ho across the bay.

### Approach

Approach from the NW. Care is needed entering the bay, but there appears to be about 3m over the bar, which lies between the Lt Ho and the 3.9m sounding on the chart. Depths increase inside the bay.

### Berth

Anchor in 7m close to the shore S of the Lt Ho, good holding.

### Remarks

The area appears to be deserted, but the coast road runs close S of the anchorage and it is, no doubt, busy at the Summer Solstice.

Page 60 I.61 Bakkafjörður (WK 2006)

### General

Delete all after 'E shore' and replace by:  
 Following further improvements, the small fishing harbour, 1M SSW of the village of Höfn, is now very snug and well protected. The village has a small shop, post office and bank, all in the same building, with limited opening hours. Advisable to get a lift, otherwise it is a 20 minute walk.

### Berth

There is a substantial wooden quay on the N side of the harbour with >2m alongside. This is used for unloading fish, but it should be possible to lie alongside with permission.

I.62 Vopnafjörður (AB 2006)

### Approach

Delete second paragraph and replace by:  
 The gap between Miðhólmi and Skiphólmi has now been closed by a substantial breakwater (see Chart 613 New Edition Feb 2005) Approach about half a mile S of Skiphólmi and enter on the first leading line bearing 323° Occ.G.5s.

The second leading line bears 10°30' Occ.R.5s and passes between two port and starboard lit buoys into the harbour.

I.63 Bakkagerði (Borgarfjörður)

### Berth

It is reported that the small boat harbour under Hafnarhólmi has been dredged to 3m and that there is usually room for a 12m yacht to lie on the inside of the S pier.

I.64 Seyðisfjörður (WK 2006)

### Berth & Facilities

In 2006 the old wooden quay (Þorshammarbryggja) had been severely damaged and was unuseable; however the harbour authorities say that they intend to repair it. Fuel is now available about 400m NE, on the *Shellbryggja* (Ⓢ 840 3172), close to the Harbourmaster's office.

If the Harbourmaster is not in his office, he may be

contacted by telephone (Ⓢ 472 1424).

There is Internet access at the Skaftafell Café, two minute walk from the quays.

Page 64 Djúpivogur (Berufjörður)

### Approach

Add: Hvalbakur (64°36'N 13°17'W) is an isolated, dangerous rock with radar reflector and lies about 20M E of Papey.

Add after: 'until conditions improve.' It is reported that the buoyage in the approach is unreliable.

(DE 2006)

### Facilities

The 'cultural centre' is in the brown timber building above the harbour and has internet access at a price. Free internet access is available at the hotel, with your own laptop. Also at the hotel; buy tokens for the washing machines, which are at the campsite. (CH 2009)

## GREENLAND

Page 67 Travel (WK 2004)

Add after: www.firstair.ca. Air Nunavut operate charter flights to Greenland from Iqaluit. Spare seats are sometimes available.

Email [airnuna@nunanet.com](mailto:airnuna@nunanet.com).

### Tecommunications

Seamen's Homes (Sømandshjemmet) have internet facilities for personal lap-tops with Wi-Fi. (JFF)

Page 72 Greenland Coast Radio network diagram

Note that Qaqortoq Coast Radio Station is no longer manned and all radio communications on the W Coast are remotely controlled by Asiaat Radio.

QAQATOQAQ VHF delete Ch 87  
 (UKHO NM 31/06)

Box: Asiaat HF Radiotelephone  
 For ITU Channel 808, read 608  
 For Tx 8740 kHz, read 8749 kHz.

Box: Ammassalik HF Radiotelephone  
 For Rx 16360 kHz, read 12260  
 UUMMANNAQ MF For Rx 1638 kHz, read 1665  
 IKERASASSUAQ MF For Rx 1665 kHz, read 2090

Page 73 Weather Information

First paragraph. Add: A weather forecast for tourists on the W Coast of Greenland is broadcast on local FM radio in English at 0910 from Monday to Friday and at 0815 on Saturday between 15th June and 15th September. Times may vary with locality and the broadcast is not always everyday. Asiaat Radio are happy to provide an English translation of the offshore forecast on request. (JFF 2007)

Last paragraph. For E Greenland, read W Greenland.

### Navtex

The stations are now reported to be fully operational; however in 2009, only navigational warnings and severe weather warnings were broadcast; but no met forecasts. In SW Greenland, the met forecasts from Cartwright (Labrador [X]) are helpful, in particular 'East Labrador Sea'. (WK 2009)



### Safety

For *ALRS Vol 1(2)*, read *ALRS Vol 6*.

*Page 74 Icebergs* (NM 2004)

Add after: dark nights. Consider heaving-to until conditions improve.

### Ice Information

**NOTE** Ice charts are no longer broadcast by radio facsimile from Skamlebæk Radio in Denmark. Apart from direct contact with 'Ice Central', Narsarsuaq by radio or sat phone, ice information and charts are now only available on the DMI website [www.dmi.dk](http://www.dmi.dk) (WK 2009)

Add after first paragraph:

Postal address: Iscentralen (Ice Central), Postbox 23, 3923Narsarsuaq, Greenland. *Email* [isc@greenet.gl](mailto:isc@greenet.gl)

Second paragraph. For Qaqortoq Radio, read Aasiaat Radio through Ikerassuaq or Qaqortoq remote transmitters.

*Page 76 G.1b Irkenshavn* (JFF)

Note that the channel beyond the pool is encumbered with below water rocks and is impassable by a yacht.

*Page 79 Nuuk Harbour* (AO'G 2005)

First paragraph. Add after: not suitable for yachts. A large orange mooring buoy in the Skipshavn, just N of the Kutterkaj, is owned by a member of the Nuuk Boat Club and has been used to moor a 20 ton yacht. Request permission from the Boat Club before use.

Second paragraph. Add after: visiting yachtsmen. A visit to get information about the numerous anchorages in the area is recommended. Permission may be given to use the nine ton mooring buoys which have been laid in many of the anchorages.

### Facilities

The Grønlands Bådcentre has moved to a location near the marina in Nuusuaq. The Pisifik store in the Vestre Vig has closed. (WK 2009)

### Anchorages in the approach to Nuuk

#### G3a Buksefjord

The sandy bay, while attractive in moderate weather, is somewhat exposed in strong westerlies and the holding suspect in weed. Better shelter in these conditions may be found in the small bay just to the E in the main fjord. (AK 2009)

Add the following anchorage:

**G3h Håbets Ø Havn** (WK 2009)

64°08'N 52°03'W Charts D 1331 & 1351

A useful sheltered anchorage on the N side of the Nordløb.

The entrance through the Ikerasak is about 5M NE of Agtorsuit (Lt and Racon). Anchor in 5 to 10m, mud, as convenient.

*Page 80 Nuup Kangerlua*

Add the following anchorages:

**G.3e Sulussugutip Kangerlua** (A.O'G 2005)

64°23'N 50°38'.5W

Approach straightforward with no dangers. Anchor in 5m, mud, in the NW of the bay below dense greenery, which marks an old Norse farmstead. There

is a Boat Club buoy about 1M W, just inside a small islet.

**G.3f Qornoq** (A. O'G 2005)

64°32'N 51°06'W

A small settlement, where a big fête is held during the first weekend in July. This was the base from which the geodetic survey of W Greenland was started in 1927.

Either anchor in the small bay to the SE of the island, 5m sand and kelp, but beware obstructions at the S end; or in the inlet to the W of the island, 5m mud and kelp. There is a Boat Club mooring in the latter.

**G.3g Kangiussaq** (A. O'G 2005)

64°38'N 50°30'W

An interesting anchorage, close to the Nuup Kangerlua Isfjord, with excellent shelter. Old Norse farmstead with stone store house ruin. Two drying rocks lie off the E side of the narrows in the approach. Anchor in 4–6m, sand, off the river outflow.

Add:-

#### Ameralik (Lysefjord)

64°04'N 51°30'W (A. O'G 2005)

The entrance to Ameralik lies 10M SE of Nuuk and runs 40M ENE to the head of Ameragdliia. It is deep throughout its length with no dangers, but is shoal at the head.

During the period of the Norse Western Settlement (circa 1000 to 1350 AD) there were a number of farms in the area, of which the largest at Sandnæs with its church (now Kilaarsarfik on the map), has been subject of considerable archaeological interest. The first crossing of the Greenland Ice Cap by Fridtjof Nansen in 1888, finished close by.

#### G.3h Amitsoq

64°05'N 51°28'W (A. O'G 2005)

A useful anchorage at the entrance to Ameralik, on the N side, with moderate shelter from the S. Beware shallows when approaching from the E. Anchor in 5m.

#### G.3i Egoaluit Ilordlit

64°09'N 50°29'W (A. O'G 2005)

Popular with the locals fishing for Arctic Char and for hunting Reindeer. Anchor in the SW of the bay in 8m, sand; or pick up the Boat Club buoy.

#### G.3j Itivdleq

64°20'N 50°27'W (A. O'G 2005)

There is a Boat Club mooring just N of the islet 3M from the head of the fjord. Anchor in 5m, mud, 1M N of the islet, in the small bight to port, or at the head. The seawater lake at the head is only accessible by dinghy at HW.

*Page 83 G.12 Sisimiut (Holsteinsborg)*

For: 66°07'N 53°41'W Read: 66°57'N 53°41'W

### Facilities

It is reported that the ship repair yard is no longer operating.

**Anchorage** (A. O'G 2005)

Good anchorage can be found 500m NW of the new bridge, in the NW corner of the bay, in 3–8m, mud. Some fetch from the SW.



It is reported that a fishing boat mooring has now been laid in this position; however it is possible to anchor in 15m with lines to the shore to the E. Good holding. (JFF)

**Page 84 G.13 Ukiivik (Sydbay)** (A. O'G 2005)  
 Better shelter, if needed, can be found to the NE of the islet N of the main anchorage; but beware drying rock in the channel just N of the islet.

**G.15 Kangiussap Paava (Færinge Nordhavn)**  
 (WK 2009)

Chart D 1451

Better protection can be found by sailing farther up the channel SSW of Qeqertarsuaq and anchoring in 8–10m; but the narrow bay at the end is shoal and rocky and can not be entered.

**Page 85 G.20 Aasiaat** (WK 2009)

**Anchorage**

Delete paragraph and replace by:

A new fishing quay, suitable for yachts, has been established S of the commercial dock. Use either side, but note that the root is shoal.

Transitøen Island is no longer used commercially; however the small quay on the W side provides a quiet place for a yacht to lie alongside.

If approaching from Langesund, it is possible to anchor in the channel to the S of the fuel storage tanks, with easy access to the main harbour by dinghy; however it is not possible to pass through in a yacht, since the channel is spanned by a low power cable just to the S of the tanks, with a vertical clearance of about 7m. (WK 2009)

In the event that strong northerlies make the harbour uncomfortable; good sheltered anchorage has been found on the S side of Aasiaat Island (on the N side of Langesund /Ikerasassuaq). The anchorage is in the easternmost of three bays. Anchor in 11m, mud, SE of the islet in a small bay on the W side. (68°42'N 52°47'W).

There is an alternative very sheltered anchorage in 10m, in a bay on the NE corner of Aasiaat Island. (68°43'N 52°45'W) (AW & JR)

**Page 87 G.27a Tasersuaq**

It is recommended that the anchorage is entered when the drying rocks, marked on the chartlet, are exposed. However, note that care is necessary at low water, since a shoal appears to extend from the N shore, before entering the channel. (WK 2009)

**Page 88 G.33 Qeqertarsuaq (Godhavn) (NM 2004)**

**Anchorage**

It is reported that Eulners Bugt is foul in places and holding variable; care should therefore be taken when anchoring.

**Page 90 Add:**

**G.36f Egalunguit** (RH 2006)

69°33'N 53°35'W

Chart D 1500

Map 69 V.1

Excellent anchorage in 6m, thick mud, in the middle of a small bay on the W side of the Kuanersuit

suvdluat, where it swings around to the E.

Good walking and fishing.

**Page 90**

**Add:**

**G.36g Mellemfjord (Akudlit)** (WK 2009)

69°44'N 54°35'W Chart D 1500 Map 69 V.1

Useful passage anchorage 5M within Mellemfjord, on the S side, behind the remains of a terminal moraine. This anchorage is marked on the map and offers better shelter than Enoks Havn, 3M to the E, which is marked on the chart.

**Page 94 G.45 Qaqortoq** (A. O'G 2005)

**Remarks**

Add after: Hvalsey, 10M NE of Qaqortoq, where it is possible to anchor off in 10m, mud.

Note that the Coast Radio Station has now closed (see above).

Add the following anchorages:-

**G.45a Igaliku** (A. O'G 2005)

61°N 45°25'W

It is possible to anchor in the bay just N of the settlement.

See also **G.49b Ittileq**

**G.45b Søndre Igaliku** (A. O'G 2005)

60°54'N 45°17'W

A temporary anchorage, subject to katabatic winds.

Farm and interesting Norse church ruin. This attractive area was settled by the Norse and known as the Vatnaverfi. From Søndre Igaliku, a track leads 10M SW past sheep farms and lakes to a useful anchorage in a bay facing NW at Qanisartuut (60°50'N 45°29'W).

**Page 94 G.47 Eqaugaarsuit** (A. O'G 2005)

**Entrance**

For: W of Nupiluk, read: E of Nupiluk.

**Page 95 Additional anchorage in Tunulliarfik (Skovfjorden or Eiriksfiord)**

**G.48b Karra** (A. O'G 2005)

60°56'N 45°50'W

Good anchorage can be found inside the point NE of Karra island in a small bay facing NW. Anchor in 5m, mud, with lines ashore if necessary.

**Page 96 G.49b Ittileq** (A. O'G 2005)

For: 60°N 45°28'W, read: 61°N 45°28'W

**Page 98 G.54a Ravns Storø (North Harbour)**

(WK 2009)

The old wooden quay has now collapsed and is dangerous. Holding in the harbour is very unreliable, due to heavy weed; but lines could be run ashore. The mooring buoy in the middle is in use by local fishing boats.

**G.54b Ravns Storø (South Harbour)**

(WK 2009)

Delete entry and replace by:

Although somewhat exposed to the SW, it is protected from all other directions and is a useful passage anchorage. Access is straightforward. The entrance is



marked by a well maintained beacon on the SW point. Anchor near the head in 10m, good holding.

Page 101 **G.58d Akuliaruserssuaq** (AW 2008)  
 70°27'N 51°00'W

Chart D 1600 Map 70 V.2

Anchorage sheltered from wind and ice on the N side of Qarajaqs Isfjord. Anchor in 16m, mud, to the E of two islets or in 12m at the head of the bay. Water from the stream. Good walking, with views of the glacier.

Page 102 **G.60a Inukavsait** (RLS 2006)

Chart D 1600 & 1610 Map 71 V.2

The deep passage between Upernavik Ø and Qioqe has two useful anchorages on the E side. In an area where suitable depths for anchoring are difficult to find, these are worth noting.

1) 71°13'N 52°27'W Anchor in <10m, good holding in mud, SW of the glacial stream and fan.

2) 71°19'N 52°15'W Suitable depths can be found on the N side of the glacial fan, but care is necessary in the approach, since the shoal extends out some distance. Tilman spent a difficult nine days here in Baroque, in 1975.

**G.61c.1 Itsakuarssuq** (RLS 2009)

71°40'N 53°26'W

A pleasant anchorage on the NW corner of Qeqertarsuaq Island, between Itsakuarssuq Island and the main island. Straightforward approach from the N. From the S; reefs extend from both points and care is needed.

**G.63 Amitsoq** (RH 2006)

Note that the depths in the approach from the S, are less than charted. Only 6m was found 1M from the shore, all the way from the S end of the peninsula to the anchorage.

Add new harbour:

**G.64c Upernavik Kujalleq (Søndre Upernavik)**  
 (RLS 2009)

72°09'N 55°32'W

Chart D 1600 Map 72 V1 (See NP12 5.71)

Small settlement with store. Diesel by hose on pontoon jetty (<1m at LW). A convenient place to refuel, if the jetty is accessible.

Page 102 **G.64 Kangersuatsiaq (Prøven)** (AH 2005)

Delete text and replace by:

#### General

An attractive village on the inner lead route to Upernavik, with a small crowded harbour (see NP12 5.72). It is of historical interest, having been visited by a number of explorers, including Kane in 1853, who called here on his way N in the *Advance*, in order to purchase dogs and complete his stock of fur clothing. Fairly well protected but subject to heavy swell in gales from the SW to NW.

#### Approach

The approach from the N through the Nordløbet is straightforward. Approaching from the S through the Sydløbet, favour the E side of the passage; this carries 6m and avoids the islets and rocks on the Sandøen side. Anchoring marks for large vessels consisting of two rocks painted red have been placed on Prøvens

Ø ½M S of the village. This line, bearing 135°, clears W of the group of rocks, which lie 70m SW of the town jetty. Another pair of marks on Sandøen, which bear 247°, lead into the small craft anchorage on a back bearing and clear S of the rocks mentioned above and N of rocks and shoal in the S part of the cove.

#### Anchorage

Anchor amongst the fishing boats in the SE part of the cove with lines ashore to bollards. There is no room to swing. It is possible to lie temporarily on the town jetty to load stores or fuel, with 2m at LW.

#### Facilities

Store and Post Office with telephone. Credit cards are not accepted and there is no ATM. Fuel by can from a hut near the store where payment is made.

**G.64a Tasiusaq** (AH & RLS 2004)

72°36'N 55°34'W

Chart D 1710

Tasiusaq is a beautiful landlocked bay near the southern tip of Nuutarmiut and about 14M due N of Prøven. The entrance is narrow with below-water rocks extending from the S point but carries at least 15m. Most of the bay is rather deep, but there are a couple of places in the NE part where it is possible to anchor with lines ashore if necessary. A narrow rocky channel in the SE corner leads to a completely sheltered pool with depths of about 10m in either of the two arms. The channel has a least depth of 1.7m at LW and tides run strongly but it may be taken with care on a rising tide. (WK 2009)

Add:

**G.64b et seq.** (AH 2004)

During the late summer of 2004, Annie Hill and Trevor Robertson in yacht *Ironbark*, visited several anchorages in the area E of 55°30'W between 72°28'N and 72°50'N. They drew plans and wrote pilotage notes as well as recording a considerable number of soundings.

This information can be made available to anyone intending to visit the area and can be found on the RCC website.

Page 103 **G.65 Upernavik** (RLS 2004)

#### Facilities

After: Hospital. Delete: (showers possible with permission).

After: Small hotel and restaurant. Delete: near the airport.

**G.65a Aorruaarssuk** (RLS 2006)

Add: Bangs Havn, however, offers the possibility of walking overland to Upernavik.

The burnt out wreck of the yacht *Dodo's Delight* lies on the bottom of the anchorage on the N side and the outline could still be seen (2009). There is room to anchor on the S side well clear of the wreck, but care is needed and a tripping line is advisable. (WK 2009)

Add:

**G.65e Qoornoq Kangigdleq** (RH & RLS 2006)

72°45'N 55°40'W

Chart D 1710 Map 72 V1

Very snug anchorages, either side of the peninsula



with lines ashore.

Scrambling and some rock climbing possibilities.

Add:

**G.65f Ikerasaarssuq** (AW 2008)

73°32'N 56°26'W

Chart D 1700 Map 73 V1

A fair weather anchorage in a narrow channel between Nutaarmiut Isl and Ikerasaarssuq Islet (see NP12 5.120). Anchor in 20m. Holding doubtful and strong tidal stream – subject to ice. Shallow draught vessels may be able to anchor in the 'boat harbour' to the S of the channel.

Page 104 Add:

**G.70a Parker Snow Bugt** (RH 2006)

76°08'N 68°40'W

Chart D 3100 Canadian chart 7302

There is an excellent anchorage at the head of this large bay, in clay.

The bay is NW of the Crimson Cliffs (of John Ross 1818) and under Cape Dudley Digges (of Baffin 1616).

**G.70 Pituffik Glacier** (RH 2006)

Part of the glacier has collapsed. It is not possible to anchor here now; however suitable depths may be found in the next two bays farther N, but there is little shelter.

**G.70a Wolstenholme Ø** (RLS 2009)

76°26'N 70°00'W

In strong W or NW winds, it is possible to find shelter and anchor on the E side of the island.

**G.71 North Star Bay** (RH 2006)

Call the Thule US Air Force Base, by radio, for permission to anchor off Dundas, at the head of North Star Bay.

Page 105 **G.73 Qaanaaq** (RLS 2004)

Add: Canadian chart 7302

#### Facilities

Delete last sentence.

Add the following anchorages:

**G.73a Barden Bugt** (RLS 2004)

77°10'N 70°50'W

Depending on wind direction, anchorage can be found close to the N shore by the deserted settlement of Natsilivik, in 4–6 m, or on the S shore in one of the small bays formed by moraines, either side of the Tyndall Gletscher, good holding, or in silt farther to the E. (RLS 2009).

**G.73b Mac Cormick Fjord** (RLS 2004)

77°40'N 70°06'W

Depending on wind direction, anchorage can be found in sand either side of the delta at Nuussuaq on the N shore. There is some protection from W winds in the small bay to the E of the delta on the S shore, opposite Nuussuaq.

The foundations of Peary's first winter camp in 1891–92 may be seen near the entrance to the fjord on the S shore, about 2M from Kap Cleveland.

**G.73c Northumberland Ø** (RLS 2009)

77°20'N 72°06'W

There are several useable anchorages around the island, depending on wind direction, particularly at

North West Hook 77°26'N 72°18'W and Sandy Beach 77°20'N 72°06'W. If using the anchorage indicated on the Saga map at the NE end, beware the submerged bank coming quite a long way out from the terminal moraine. Anchor close inshore, or between the shore and the moraine bank.

**G.74a Kap Alexander** (RLS 2004)

78°10'N 73°W

It is possible to find shelter on the S side of Kap Alexander in the vicinity of Sutherland Ø. In northerly winds, anchor W of the southern arm of the Dodge Gletscher, in gently shelving sand off the western of two small beaches, (the eastern beach is guarded by rocks which cover) or off another small beach about 1M W. Just to the W of the NE point of Sutherland Ø, there is a sandbank with good holding, giving protection from southerly winds.

**G.74b Foulke Fjord** (RLS 2004)

78°18'N 72°42'W

The abandoned Inuit settlement of Etah lies at the head of the fjord. This is of historical interest, having been visited by a number of explorers, including Inglefield, Kane and Nares as well as Cook and Peary, who used Etah as a base and recruited Inuit and their dogs for their expeditions to the N Pole.

The approach should follow the N shore and N of the prominent island midway. This is reputed to be one of the windiest places in the Arctic and anchoring at the head proved steep-to with poor holding.

**G.74c Littleton Island** (RLS 2009)

78°22'N 72°52'W (see:- NP 12, 18.22 )

Anchor either end of the channel between the main island and its smaller northern subsidiary (Mc Garry Is). The W end is recommended as there is a good beach in the inlet opposite for landing from a dinghy; but beware under water rocks in the approach and in the channel.

The anchorage is subject to floes and growlers brought down the channel by tidal currents, but it is the only feasible anchorage here. Littleton Island was used as a staging post by various expeditions, and the National Museum at Nuuk believe there are the remains of an Eskimo longhouse from the Dorset culture (c1000AD) but so far all attempts at finding it have failed. More recent tent rings have been found. An Automatic Weather Station was established here in 2009 by *Dodo's Delight* as part of arctic research in these regions.

Page 115 **G.92d Tiniteqilaaq** (CS)

65°53'N 37°47'W

A small village, 17M North of Tasiilaq, overlooking Sermilik Fjord, with magnificent views of the many icebergs calved from the big glaciers at the head. The approach up Ikaasatsivaq, which leads off Ammassalik Fjord, requires care and the entrance to the anchorage close to the village, is shoal. In 2008, *SY Wappen von Bremen*, drawing 2.5m, entered at HW, but required sufficient rise of tide to leave and then sailed down the Sermilik to the open sea.

Page 117 **G.98 Ittoqqortoormiit (Scoresbysund)**

For 70°36'N 21°58'W, read 70°29'N 21°59'W

#### Berthing and anchorage

After: The anchorage recommended... Delete: at



70°30'N 21°58'·3W and replace by: (see chart D 2650).

Add the following anchorages:

**G.100 Charcot Havn** (KK)

70°47'N 25°25'W

Anchorage was found on the NW side of this large bay in 13m. There are mud banks, which are visible on Google Earth to be avoided

**G.101 Bjørneøer (Nanut Qeqertait)** (KK)

71°03'N 25°37'W

Sheltered anchorage was found in Jyttes Havn at the head of the bay. Holding is poor on rock and stones.

**G.102 Sydkap (Kangerterajiva)**

71°18'N 25°04'W

Anchorage was found in the bay 1·5M NW of Sydkap.

Add the following anchorages on Liverpool Land:  
 Chart D 2600, Map 70 Ø 1 and 71 Ø 1 or Saga No 20.

Liverpool Land is described in NP11 13.14

**G.103 Caelan's Havn** (BB 2009)

70°35'N 21°46'W

Good holding found in 10m, gravel, on the E shore of the long inlet 2M W of Spærrebugt. In the approach, give Kap Hodgson a good berth and keep 200m off, until closing the anchorage. Somewhat exposed to the N; glacier at the head may calve, requiring anchor watch.

**G.104 Sandbach Halvø** (BB 2009)

70°43'N 21°36'W

Good holding found in 10m, gravel, on the S side of the spit linking Kap Hoegh to Sandbach Halvø, off the Fangsthus.

**G.105 Kap Greg** (BB 2009)

70°56'N 21°40'W

Good holding found in 10m, either in the Hyttebugt on the S side or in the Tangebugt on the N side, off a Fangsthus, with good protection, except from the N. Shallow entrance to the latter protects against big ice. Water from a stream.

**G. 106 Kap Gladstone** (BB 2009)

71°30'N 21°50'W

The glacier which linked Kap Gladstone to the mainland has now melted and collapsed, making it possible with care to pass inside, what has become known as 'Warming Island'. The channel carries 34m but there are remains of a moraine to be avoided. It is possible to anchor off a gravel beach in 10m with good holding.

Page 120 APPENDIX E

For *ALRS Vol 1(2)*, read *ALRS Vol 6(3)*.

#### Note

It is reported that vessels under 20 GRT, other than fishing vessels, are no longer required to comply with the GREENPOS regulation.

Page 121 APPENDIX F

ICELAND – SHIP REPORTING SYSTEM  
 (MTS, ICG/LHG)

For full details see *ALRS Vol 6(2)*.

Note that the full reporting system is required for commercial vessels.

However the following is the minimum required for recreational craft.

All vessels are required to report to the Icelandic Maritime Traffic Service (IMTS), either direct or through a Coast Radio Station, at least 24 hours before sailing into Icelandic territorial waters (12M limit), giving the following information.

1. Ships name
2. Radio call sign
3. Present position
4. Draft
5. Total number of persons on board
6. Last port of call before arrival in Iceland.
7. Destination and ETA there
8. Live animals, weapons and ammunition
9. Crew list (including nationality, surname, first name, date of birth and passport number)

Note that much of this information could be sent by email or Fax from the last port of call before sailing to Iceland, so that the final report by MF, VHF or SATCOM etc, can be brief. *Fax* +354 545 2001, *Email* sar@lhg.is

Note: The new telephone number for the Icelandic Maritime Traffic Service, (IMTS) is ☎ +354 545 2100. (IMTS includes the Icelandic Coast Guard operations, Icelandic Vessel monitoring service (VMS) and the Icelandic Coast Radio service (☎ +354 551 1030). All Icelandic coastal radio stations are remotely controlled from the IMTS).

#### Page iv Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the content of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied on alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgment of the skipper, who should assess all information, published or unpublished. The information provided in this pilot book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept any liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage howsoever caused that may arise from reliance on information contained in these pages.

#### Plans

The plans in this guide are not to be used for



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navigation – they are designed to support the text and should always be used together with navigational charts. It should be borne in mind that the characteristics of lights may be changed during the life of the book, and that in any case notification of such changes is unlikely to be reported immediately. Each light is identified on the plans (where it appears in magenta) by its international index number, as used in the *Admiralty List of Lights*, from which the book may be updated. All bearings are given from seaward and refer to true north. Symbols are based on those used by the British Admiralty – users are referred to *Symbols and Abbreviations (NP 5011)*.

Willy Ker  
March 2010