



Cruising Guide to Germany and Denmark

4th Edition 2012
ISBN 978 184623 335 7

Supplement No.2

Supplement Date: September 2016



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 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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. The navigator should always use the most up-to-date largest scale charts for his passage making.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

This Supplement is cumulative and the latest corrections are shown in blue.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

Page 30 Column 2

Add the following paragraphs after “northeast end”:

Changes to the Channel to Nordene Harbour

The following report has been received from the RCC Pilotage Foundation:

According to the Nordene HM, the North Sea Channel from the west into Nordene harbour is officially closed following the winter storms. A new channel is being sought and should be marked by the end of May 2014.

Meanwhile, the channel markers have been moved temporarily to a shallow channel about a mile north of the charted route, which the HM says can be very dangerous. One yacht of 1.7m draught reported having just got through about an hour after low water in calm conditions but grounded briefly to make room for an oncoming fishing boat, so in poor sea conditions the channel would be extremely dangerous. Until charts and chart plotters are updated for revised conditions you should look out for a green entry buoy S1 before venturing east and following the buoys closely eastwards then south and around the beach. Some of the red buoys are fluorescent pink making them easier to find.

Page 54 Final paragraph

The distance from the Hamburg Sporthafen to Lauenberg is 29M rather than 40M.

Page 255 The Untertrave, third paragraph

It has been reported that the Dassower See is now a nature reserve. It is forbidden to enter or anchor. Police patrol the area and will issue fines.