



## Royal Cruising Club Pilotage Foundation **Arctic and Northern Waters**



2nd Edition 2020  
ISBN 978 184623 931 1

### **Supplement No. 2: May 2025**

**This replaces all previous supplements**

Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at [www.rccpf.org.uk/Pilotage-Notices](http://www.rccpf.org.uk/Pilotage-Notices)

### **Caution**

Whilst the Royal Cruising Club Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents 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 upon 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 Royal Cruising Club 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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The Royal Cruising Club Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the Royal Cruising Club 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.

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.

#### **Positions and waypoints**

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

#### **Bearings and lights**

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

#### *Acknowledgements*

Peter Ingram (Iceland), Bob Shepton (Greenland), Andrew Wilkes (Iceland), Martin Neil (Greenland), Martin Fuller (Iceland and Greenland), Benjamin Zartman (The North West Passage), Hugh Stewart (The Faroe Islands), Michael Jacques (Greenland) and Andrew Cassels

Much of the information in this Supplement has been provided by Randall Reeves (s/v Moli) whose support is much appreciated.

#### **Page 36**

##### **Useful websites**

Add: Wavestream <https://www.waveinternational.co.uk/wavestream.html#>

Add:

#### **Bilge Filters**

As the arctic seas are particularly susceptible to marine pollution, cruisers may wish to consider installing a bilge filter. These devices remove oil, diesel, paint flakes and microplastics which are commonly found in bilge water and which cause harm to the marine environment. Such devices are supplied by, among others, a company called Wavestream

#### **Page 45 Biosecurity and trips ashore**

Add:

• Consider fitting a bilge filter. See Special Equipment section of this chapter.'

### **THE FAROE ISLANDS**

#### **Page 62**

##### **SANDØY**

Add Sandoy has a population of about 1,200 people and is one of the most remote and unspoilt islands. In 2024 it was linked to Streymoy by a new tunnel, the longest in the Faroe Islands. The tunnel took five years to build, drops to 155m below the sea bed, is 10.8km long and cost £150m (£125,000 for every resident of Sandoy). It now takes just 30 minutes to drive from Sandoy to Tórshavn and will no doubt change the island for ever.

##### **8 SKÁLAVÍK**

Delete 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.

Add Although the approach is exposed to the E, it is

reported that the inner harbour provides shelter under all conditions. However, the depth is variable and, in 2022, it was reported to have reduced to 2m. The best approach is to stay to starboard when entering and keep close to the jetty. Well worth a visit thanks to excellent hotel with first class food and charm

## ICELAND

### Page 102

#### 8 HAFNARFJÖRÐUR

##### Berthing

*Add* Alternatively anchor in the bay outside the harbour. There are three mooring buoys here and it may be possible to borrow one – ask the harbourmaster for permission.

### Page 105

#### HVALFJÖRÐUR

*Add* Like most fjords, it is subject to katabatic winds – the wind can change from a flat calm to a strong breeze in a moment.

##### Anchorage

*Add* The most protected and attractive being at Hvammsvík. The head of the fjord is not accessible to larger boats due to the 10m overhead power cable.

### Page 108

#### 17 GRUNDARFJÖRÐUR

##### Berthing

*Add* It may be possible to berth on the north side of the 24m floating pontoon in the middle of the harbour.

### Page 109

*Add*

#### 19A SELLOON ISLAND, 65° 04'N 022° 47'W

Charts 42 and 426

Approx. 1.5nm SW of Skipavík, Stykkishólmur: Reasonable anchorage with good holding in 8m in bay ESE of Sellon Island at position 65° 03.47'N 022° 47.42'W, just clear of the reef that closes off the passage. Easy walk to Helgafell from here, although the track runs past the rubbish tip.

### Page 115

#### 29 ARNARFJÖRÐUR 65°41'N 23°35'W

##### Approach

*Add* Take care to avoid the various fish farms.

##### Berthing 1

*Add* There is water and fuel (Skeljungur card required).

##### Berthing 2

*Add* Good holding in the anchorage but there are some kelp patches.

*Add*

#### 29A BÍLDUDALUR 65°41'N 23°35'W

Chart 41

There is a small museum dedicated to Pétur J Thorsteinsson, a blacksmith who founded Bíldudalur in 1880. The population dwindled to less than 100 people but is now over 200 people. Algae from the fjord is harvested and processed into a vitamin rich food additive which can be seen heaped up on the quayside. The salmon fish farms in the fjord are the biggest source of employment.

*Add*

#### 29B REYKJAFJÖRÐUR (ARNARFJÖRÐUR)

65° 38'N 023° 28'W

Chart 41

Reykjafjörður, the short middle finger of the southern arm of Arnarfjörður, east of Fossfjörður: Good anchorage with excellent hot springs ashore. The charts show a shallow bar

but no soundings, and deeper water within. There is good access, crossing the bar just east of centreline heading due south, with depths 4-5m minimum (correct to datum).

Anchor in 7m at 65° 37.66'N 023° 28.46'W with good holding. The thermal spring feeds a comfortable pool at the head of the bay, with easy landing from the dinghy. Shelter in offshore winds.'

*Add*

#### 29C DYNJANDAVOGUR, ARNARFJÖRÐUR

65° 44'N 023° 14'W

Chart 41

Dynjandavogur, southern finger of eastern arm of Arnarfjörður: There is a reasonable anchorage here and good access to the spectacular waterfalls. Anchor in deep water (23m at 65° 44.263'N 023° 13.754'W) clear of the steeply shoaling alluvial deposit. It may be possible for shoal draft vessels to anchor in shallower water closer to the shore.

### Page 116

#### 31 FLATEYRI, ÖNUNDAFJÖRÐUR

##### Berthing

*Add* Vessels can anchor E of the village in N part of the bay in 14m. Good holding but old mooring buoys may make the use of a tripping line advisable.

### Page 117

#### ÍSÁFJÖRÐUR (SKUTULSFJÖRÐUR)

*Add* It is a possible overwintering port for a yacht.

### Page 118

##### Berthing

*Add* Anchor in 6-10m, clear of the permanent mooring buoys, in mud with good holding. Dinghies can be left temporarily in the marina.

*ParaAdd* The slip to the west side of the yacht harbour jetty is suitable for drying-out a 2.0m draught vessel on a spring tide. The concrete ramp lands in a rough stone bed which then drops off steeply at the N end. See attached photo.

*Add* The Smidjan hardware shop is very good for marine hardware, and the Husasmidjan DIY/hardware store is also very well-stocked. Both are just SE of the harbour. The 'olis' brand of propane gas is available in the Husasmidjan store. Other brands can be bought from the petrol station in town. The brewery near the Husasmidjan is very convivial

### Page 123

#### 47 HESTEYRARFJÖRÐUR

##### Anchorage

*Add* Note the bottom shelves rapidly.

### Page 137

#### MJÓIFJÖRÐUR

##### Berthing

*Add* It may be possible to lie alongside the jetty forming the east side of the small boat harbour or alongside the tyre-clad quay wall. Alternatively, it may be possible to borrow one of three moorings just to the west of the harbour.

## GREENLAND

### Page 155

Useful websites

Add [nautiskinformation.soefartsstyrelsen.dk](http://nautiskinformation.soefartsstyrelsen.dk)

Greenland navigation warnings, Greenpos etc

Add [nautiskinformation.soefartsstyrelsen.dk/#/messages/details](http://nautiskinformation.soefartsstyrelsen.dk/#/messages/details)

Greenland nav warnings, Search and Rescue, Navtex etc.

### Page 158

Delete Greenpos section

Add Information on the GREENPOS system.

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.

When joining the system, the ship must send a sailingplan (SP) with the following information:

- GREENPOS - SP
- A. Ship name/call sign0
- 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)

After joining the system the ship must send a position report (PR) every 6 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

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

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.

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, JRCC Greenland are obliged to investigate the ships missing report and if JRCC Greenland is unable to establish contact with the ship, JRCC Greenland will initiate a search and rescue mission.

All reports are to be sent directly to JRCC Greenland or via Aasiaat radio:

JRCC Grønland  
INMARSAT C: 433 116 710  
E-mail: [greenpos@jrcc.gl](mailto:greenpos@jrcc.gl)  
Tlf.: ☎+299 364010 Fax: +299 364099  
Iridium: 00881677754507

Aasiaat Radio  
Via radio VHF & MF  
E-mail: [oyr@tusass.gl](mailto:oyr@tusass.gl)  
Tel. ☎+299 130000, ☎+299 389454'

### Page 158

Delete Coastal Control system section

Add Information on COASTAL CONTROL system

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.

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)

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

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

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.

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 decide whether to initiate a search and rescue mission.

All reports are to be send directly to:

Aasiaat Radio

Via radio on VHF & MF

E-mail: [oyr@tusass.gl](mailto:oyr@tusass.gl)

Tel. ☎+299 130000, ☎+299 389454

#### Page 160

Ice Information

*Delete* Obtaining ice information [and first six paragraphs]

*Add* Up to date ice information can be found on the DMI website, <https://www.dmi.dk/gronland/> Navigate to ‘Greenland’ and select ‘Iskoncentration’

#### Page 164–5

##### IGLUKASIK HAVN

*Delete* An excellent sheltered bay close NW of a deserted village lines can be run ashore.

*Add* Access easy from the inner route. Anchor in 10–12m, thick mud and weed.

If the presence of ice makes this anchorage uncomfortable, it is possible to enter the bay to the W with care. 2m can be carried at half-tide, between the ridge extending 20m from the N side (which covers) and the outermost of three rocks extending from the S side (of which only the middle one shows). Anchor in 8m, mud and weed. Lines can be run ashore.’

#### Page 167

##### NANORTALIK

*Add* [After ‘Diesel and gasoline are available from the floating dock in the NW corner of the main harbour.’] Note that the floating dock is very small and only suitable for yachts in settled weather.

#### Page 170

##### QAQORTOQ

Harbour

*Add* Harbourmaster opening hours (0830–1600 Mon–Fri).

#### Page 171

##### QAQORTOQ

Facilities

*Delete* Free wifi at the cafe near the quay.

*Delete* There is electricity on the Atlantic dock adjacent to the small ferry pontoon.

*Add* Good dentist located behind the kindergarten section of the school just above the river.

#### Page 174

##### TUNULLIATSIAAP NUNAA

*Delete* entry

*Add* An almost landlocked bay in the Nordlige Mågeløb opposite Pinguarneq Island. The entrance carries 3–5m; anchor in 3.5–5.5m, good holding in mud.

#### Page 178

##### SMALLESUND

*Add* Note there is a significant chart/GPS offset.

*Delete* carrying 4m. Replace with very narrow passage at the NE end of Anarsivik, with 2.5m at LW Neaps.

#### Page 180

##### PAAMIUT

Berthing

*Add* There is a small, solid wharf just past the fish plant where a yacht can usually tie up or raft up. The fuel point is just beyond the wharf on a very small pontoon and fuel may be best got by jerry cans.

#### Page 181

##### TEISTEN HAVN

*Delete* entry

*Add* Sailing Directions and the Danish Greenland Pilot refer to Teisten Havn, the northernmost of two bays on the W side of Umiarssuakulup nuna. A good passage anchorage on the inner channel. Good holding in 9m, well sheltered except in westerlies.

#### Page 184

##### QEQERTARSUATSIAAT

*Delete* 3rd para However, there are two sturdy quays and are filled with local craft.

*Add* There is an 8m long quay in the harbour and floating pontoon with 3m depth at LWS. The two smaller floating pontoons in the harbour are only suitable for small motor boats and are filled with local craft. It is possible to anchor in 9m between the 2 small islands just outside the main harbour.

##### MARRAQ

*Add* A vessel can anchor in 5m with good holding in sand 200m off the shore.

#### Page 186

##### BUKSEFJORD

*Delete* note two underwater rocks N of the line

*Add* of 3 small islands to starboard when turning into the anchorage

#### Page 187-191

##### 54 Nuuk (Godthåb) 64°10'N 51°44'W

Charts D 1310 (1331, 1351, 1353)

With effect from 2025, yachts are no longer permitted to berth within Nuuk Harbour. It may be possible, with the Harbourmaster’s permission, to enter the harbour to obtain fuel. The harbour-master can be contacted on Ch 16 and Ch 12 (Mon–Fri 0800–1600), +299 48 64 37 (24hrs).

Nuuk is the capital of Greenland and 16,500 of the 56,000 inhabitants live here. If possible it is worth visiting, not only because it is the capital, but also because there is excellent cruising in the surrounding fjords. Storis very occasionally comes up from Kap Farvel and can cause prob-blems, but this is most unusual.

##### Approaches

There are two approaches to Nuuk: the Narssaq Løb and the Nordløb.

The southern approach through the Narssaq Løb has the merit that the entrance is over 2M wide and is more easily recognised; the route is sheltered, and for the most part wide, free of dangers and less subject to ice. Tidal streams run strongly in the Narssaq Løb and reach up to 5 knots at springs in the narrows, and 1–2 knots elsewhere. If heading south, leaving Nuuk around HW Nuuk should ensure a fair tide is carried to Færingehavn. Heading north, the ideal time to ar-rive at Saatut would appear to be around LW Færingehavn.

Saatut Island (light and racon) has a reef extending

800m SW and should be left at least 0.5M to starboard. Follow the instructions in Sailing Directions and the Danish Greenland Pilot. The narrows at Simiutaa require care, but are well marked and used regularly by coastal steam-ers. When passing between Kingittoq and Simiutaa (with light beacon on its SW corner) follow the leading marks. The beacons are on the W point of the peninsula, 1.5M ENE of the light on Qassisallit Island. The line bears 184° from the N.

The main channel, the Nordløb, is used by large vessels and is the one to use if coming from the W or N. In good visibility the mountains behind Nuuk are readily identified, because all the land to the NW of the channel, the so-called Nordlandet, is relatively low. Closer in, the radio aerials on the low-lying Kookøerne may be seen. Its disadvantage is that, though deep, it is relatively narrow at the outer entrance and, in poor visibility, the low islets of the Kookøerne and the navigation marks are very hard to distinguish. The radio mast on Radioø, 1.8M SE of Agtorsuit, has two fixed red lights. Once the entrance has been identified the channel is straightforward (see Sailing Directions and the Danish Greenland Pilot). The harbour lies to the E of the town, with its huge blocks of flats.

There are always a number of small icebergs and growlers in the Nordløb from the glaciers above Nuuk and, for this reason, entering in the dark is not to be recommended (although this really only applies late in the season at this latitude).

## NUUK HARBOUR

It may be possible to berth smaller yachts (less than 38ft LOA) at the Nuuk Boat Club (Godthåb Bådeforening) which has a marina off the suburb of Nuussuaq. A visit to the Boat Club to get information about the numerous anchorages in the area is recommended. Permission may be given to use the 9T mooring buoys which have been laid in many of the anchorages. The marina has a full-time manager, some facilities, however there are few spare berths. It is possible to arrange to lay up a yacht ashore here. The harbourmaster can advise ☎+299 32 3833.

### Alternative anchorage

Qasigianguit (64°11'N 51°43'W) is a well protected anchorage just to the north of the town. A favoured fishing cove for the locals. Good holding.

### Formalities

Customs can be contacted on ☎+299 56 0220.

### Facilities

There is an excellent bookshop in town (Atuagkat), which has guides and the Saga maps as well as some charts.

The fuel jetty managed by Orsiivik is on the point of an island in the outer harbour, 300m E of the Royal Arctic buildings, where diesel, petrol and kerosene are obtainable. Less than 2m is reported in the approach at low water. Two rocks of unknown depth, but a definite danger to keel boats, lie off the far end of the re-fuelling jetty. Nuuk Oil (☎+299 38 3900) also have a fuel jetty at Quinnorput Bay to the east of the main harbour. This can accommodate 31m vessels with a draught of 8m.

The Orsiivik store associated with the fuel station has a good selection of rifles which may be useful for a cruising yacht heading into polar bear territory. It also supplies/exchanges Kosangas cylinders. BP/Kosangas is available

in cans, which are shipped in, since there are no facilities at present in Greenland for filling cans. The depot is about 200m S of the Seamen's Home. Kosangas fittings can be bought at the KNI store or at the Kosangas depot.

There are a number of well stocked supermarkets, a shopping mall and all the services one would expect in the capital. There is a public swimming pool in the Nuusuaq area.

There is a chandlery (Qalut Vonin) close to the Seaman's Hotel which has a good stock of equipment aimed at the local fishing market. A more comprehensive chandlery can be found at the Bådcentre in Nuusuaq, in the industrial estate behind the incinerator building with a tall rust coloured chimney. The Bådcentre can import spares efficiently and has a good selection of chandlery, mainly for small motor cruisers. There is a Volvo agent at the small boat marina.

Laundry can be taken to the Seaman's Hotel. An alternative, and cheaper, option is to buy a laundry card (Vaskemashine kort) at the main Brugsen supermarket in town. The laundromat is a red building on the left side of Kongevej Road which is passed on the right when walking into town. The Hotel Hans Egede serves good food.

Just above the harbour is an excellent Seamen's Home (sømandshjemmet) which provides showers, accommodation and good food at reasonable prices. Taxis operate all night and take credit cards.

The museum close to the old harbour is very interesting as is the cultural centre, Katuaq

## Page 192

### HÅBETS Ø HAVN

Add Note 3m depth reported at entrance to the northern bay.

## Page 194

### MANITSOQ

#### Berth

Delete Keys for the marina are obtainable from the hotel.

Add Keys for the marina are obtainable from Michael (☎+299 520 980) or the hotel.

## Page 197

### KANGAAMIUT

#### Delete entry

Add A village with a tiny harbour in a narrow gut between two islands. Anchor in 11m outside the line of islands just to the south of the middle cut: it is open to all winds and swell. It is possible to lie alongside the 9m long wharf which has 3m alongside LWN. There is a fuel pump on the wharf with payment by credit card. Water from the village. Well stocked supermarket. During the salmon-fishing season the area is surrounded by drift nets and fresh salmon can be bought off the boats. Power lines are cross the harbour from the village to the small centre island, with a clearance of 21m.

## Page 199

### CRUNCHER ISLAND

Delete Then select best bay on north side of the inlet.

Add Anchor in one of the shallow bays on north side of inlet or north of the line formed by Tasilik and Cruncher islands. These waters are uncharted on some electronic charts but yachts have anchored in 6m with good holding and swinging room. Navigate with caution.

### 109 KANGERLUARSSUK

**Anchorage 109**, the chart is missing a dangerous shallow point (where depth goes from 30m deep to 1.8m in a distance of 10m) on a position that seems safe according to charts and coastline (69°30'29.5"N 53°45'51.5"W). A 'Google Earth' photo is attached.



### Page 260

#### TIMMIARMIUT (UVTORSIUTIT ISLAND)

**Delete** There are secure anchorages off an abandoned weather station, either side of the isthmus in the middle of Uvtorsiutit island.

**Add** Depending on wind and ice conditions, there are anchorages off an abandoned weather station, either side of the isthmus in the middle of Uvtorsiutit island.

The harbour is used as an emergency depot for refuelling helicopters. Polar bears have been sighted on the landing stage.

### Page 261

#### TIMMIARMIUT

**Delete** Anchorage

**Add** Both the anchorages to the southeast and to the northwest of the isthmus may be subject to katabatic winds and ice.

There is a small landing stage in the S harbour where it may be possible for a small yacht to lie alongside in 2.5m or anchor off.

Anchorage can also be found in the western harbour in 10m, close to the isthmus. The potential anchorage off what looks like a small stream, deep into the bay and behind the islands, is full of rocks.

**Delete** The bay is well protected from all directions, but the northern half is rock strewn and shoal.

**Add** The bay is open to the south and the northern half is rock strewn and shoal (covered at high water).

### Page 266

#### TASIILAQ

**Delete** anchor outside the harbour in 3–6m, to the N of the harbour buildings

**Add** There is an alternate secure anchorage directly across the bay on the far side if the harbour becomes untenable due to adverse winds, swell or ice.

#### Facilities

**Delete** The town water is heavily chlorinated and expensive. It may be better to fill up from a stream, away from the settlements.

**Add** The town water is heavily chlorinated and expensive. It is available from 2 "town distribution points" situated in small blue roadside huts on either side of the town (a taxi may be advisable). Alternatively, it may be preferable to fill

up from a stream, away from the settlements.

**Add** Good craft workshop near the post office 100m from the pontoon.

### Page 256

#### AAPPILATTOQ

##### Anchorage

**Add** The depth alongside the quay is reported to be 2m at LWN.

**Add** The inner bay and small narrow bay to the west may both have lines across to prevent bergy bits getting amongst the small boats and this effectively prevents a keel boat getting into either. It would be possible to anchor outside the ice barrier in the western bay with lines ashore but care would be needed to avoid interfering with the small fishing boats. The manager at the supermarket can open the barrier on request. To arrange this, a yacht would have to temporarily go alongside the wharf or send someone ashore in a dinghy.

##### Facilities

**Delete** Fuel available in limited quantities.

**Add** Fuel cans can be refilled at the depot 80m up the hill.

Payment by credit card. Water cans can be filled from the small hut opposite the supermarket entrance.

### Page 264

**Add**

#### 193B PEDER OXE BUGT 64:36.0N 40:25.3W

**Enter** on the North side of Pros Munds Island. Anchor in 10m on the North side of the bay just before the first glacier flows in. There is a stream for water. Very sheltered although the glacier may calve small lumps occasionally!

**Add**

#### 194B KITAK 65:30.9N 38:52.8W

This is mentioned in the Pilot under Isortoq **Enter** from the south through a narrow passage. On the East side was a Loran station and as a result the area is charted. Turn northwest and anchor where depth allows. There is no water but is sheltered from wind and ice.

### Page 265

#### TASIILAQ

Position incorrect, should read 65 36N 37 37W

### Page 268

**Add**

#### 202A NUNARTIVAQ 65 59.4N 36 29.6W

Attractive bay with freshwater. Good holding in sand



Nunartivaq, *Michael Jaques*

**Add**

#### 207A TUGTILIK 66 20.7N 34 58.6W

This is the fjord where Gino Watkins was drowned which is also called Lake Fjord. There are the ruins of his hut and a memorial cross on the headland. It is very shallow at the

head although a sandy bottom.

Anchor in good holding on the north side in about 10m below a stream. There are char in the river at the head. There is also an anchorage by the glacier in the right hand fork of the fjord (66 21.8N 34 52.4W). Anchor on the right hand side near the glacier, where it shallows.



Tugtilik, *Michael Jacques*

#### Page 269

Add

#### 206A SERMILIGAP QINGERTIVA 66 03.3N 36 35.7W

Anchor before the main glacier on the south side in sand along close to the shore

#### Page 269



Sermiligap qingertiva, *Michael Jaques*

Add

#### 207B PUERATSE FJORD 66 44.8N 34 06.1W

An idyllic anchorage, stunning. As you approach keep to the middle or left hand side (west) as there appears to be a bar extending from the headland. Anchor about 100m from the shore in 10m with good sandy holding. The bergs ground to seaward. There is a nice walk around the scree.



Pueratse Fjord, *Michael Jacques*

#### Page 269

Add

#### 208A POULSEN FJORD 66 48.4N 34 06.6W

Anchor on the right hand side by a rock wall just before the large glacier in 12m with good holding. There is a stream for water.



Poulsen Fjord, *Tim Blakemore*

#### Page 272

#### SCORESBYSUND

Add Note charted positions on electronic and paper charts are often displaced 0.5nm or more from GPS positions.

#### Page 272

#### ITTOQQORTOORMIIT (SCORESBY SUND SETTLEMENT)

Add Police are willing to acknowledge entry, with no formal requirements for vessels arriving from a Schengen member state. The police station is a green building at the bend in the road west of the tourist information building.

#### Page 274

#### 222A HEKLA HAVN

Delete There is a cabin at the head which is used by hunters and hikers (by arrangement with Nanu Travel).

Add There is a cabin at the head which was used in the past by hunters and hikers but is now (2024) in a state of disrepair.

#### 222B INLET ON N SIDE OF DANMARK Ø

Delete There is a spectacular anchorage at the head of the long inlet, which runs SE from Rensund.

Add There are spectacular anchorages at the head of, and along the length of, the long inlet, which runs SE from Rensund.

Add

#### 222C FULGLEØ FØNFJORD 70° 25'N 27° 48'W

Pleasant anchorages to east or west of hammerhead, protection then from winds east or west. More information about depths, holding, protection etc and photographs would be appreciated by the editor.

Add

#### 223A RØDEFJORD 70° 49'N 27° 53.8'W

On west side of the fjord anchor in a wide bay by some distinctive red sandstone cliffs. A fair weather anchorage which may be exposed to ice and onshore winds.

Add

#### 223B RØDEØ ISLAND 70° 27'N 28° 04'W

A safe anchorage is reported to the south of Rødeø island. The narrow channel between the red sandstone island and

Milne Land may become blocked with ice. More information about depths, holding, protection etc and photographs would be appreciated by the editor.

#### Page 275

##### HAREFJORD, TERNEVIGERNE

Add The anchor position indicated on the Sage map 21 is a useful guide.

#### Page 276

##### JYTTE HAVN, BJØRNEØER

Add

In 2023, Bob Shepton reported the following alternative anchorages:

- (1) 71° 3.9N 25° 39.7W Jettys Havn. An alternative anchorage on east side to those at far southern end
- (2) 71° 3.2N 25° 28.1W further east on north side of large bay enclosed by hills and islands. Musk Oxen (2023)
- (3) 71° 6.5N 25° 19.2W further east, anchorage in a well protected slot, Anchors fore and aft recommended.

##### 227 SKILLEBUGT

Add Alternatively, anchor further in opposite the receding glacier and level with glacier stream by distinctive terminal moraine and before bumping the hidden silt bank. Suitable base for trek to Mirror Wall and dramatic climbs this side of Renland, but difficult landings on shore owing to silt bank.

## THE NORTH WEST PASSAGE

#### Page 358

##### POND INLET

###### Anchorage

Add Since Covid a new harbour and breakwater has been built at Pond Inlet, there is a solid concrete dock and it is protected from any wandering icebergs (see attached drone picture). The only part that is deep enough (2.5m approx.) is the big dock (not the finger pontoons). Locals report that it is intended to be used by the coastguard or small supply boats, however the dock does seem to have been used by almost every boat that has sailed past since it was constructed..



New breakwater and harbour at Pond Inlet, *Andrew Cassels*

#### Page 372

##### PASLEY BAY

Add Though the chart shows few soundings, the center of the south arm of Pasley Bay, carries 20m nearly to the south end, and very gradually and evenly slopes to the western shore with no rocks or obstructions. Anchorage can be found in 4–6m a hundred metres from shore about a mile south of Edwards Point.

The water is shallow (2–4m) several hundred metres from Edwards Point to the north and east, and it should be given reasonable berth when entering and leaving.

About 200m south of Edwards point inside Pasley Bay, there is a very steep-to section with 4m close to the shore.

#### Page 379 38 Cambridge Bay (Anchorages)

Add: After 'to the west of the quay' insert: 'Vessels have also anchored to the east of the town over the NE running shoal with depths of 5-7m. This is close to a small dock which could be used to load jerry cans from a road tanker.'

#### Page 386 48 Bernard Harbor (Anchorage)

Delete: first sentence (Anchor....Point.)

Add: Anchor in 8m between Alaska Point and North Star Point, south of North Star Point or south of Cox Island.

#### Page 392 Tuktoyaktuk (Diesel)

Delete: both sentences (Fuel...jetty.)

Add: Fuel (by jerry can) can be obtained from the fuel station west of town. Hitching a ride there and back is advised. The fuel pumps by the Northern Store jetty are no longer operational.

#### Page 393 60 Herchel Island

Add: Do not attempt to enter the harbour from the west where very shallow soundings have been reported.

#### Page 394 63 Cross Island

Add: Both charts and satellite images are likely to be inaccurate and good conditions for 'eyeball navigation' are required.

#### Page 395 64 Barrow (Anchorage)

Add: (After 'Shoal draft vessels will find good shelter at Elson Lagoon.') Note that there can be very strong currents at the entrance to the lagoon. Wind from the south may also make it difficult for a smaller vessel to make progress. It may be more efficient to favour the western side of the entrance.

#### Page 397

Add:

67 Port Clarence to Imuruk Basin

This is a very worthwhile detour if time is available. Anchorages available off Teller, inside Grantley Harbour and off the beach nearest Brevig Mission. Jerry cans may be refuelled at Teller and Grantley Harbour. Possible anchorage in the most northwesterly bay of the Imuruk Basin (by way of the Tuksuk Channel). Stunning views and plentiful wildlife, including wolves. It may be possible to overwinter a small boat in Davidson Slough (far eastern end).

#### Page 398 67 Nome (Formalities)

Add: a charge is made (payable in advance) for visiting boats.

#### Page 399 67 Nome (Fuel)

Add: The refilling of jerry cans from the road tanker is not allowed. However, small quantities of fuel may be bought by jerry can by hitching to the filling station downtown.