

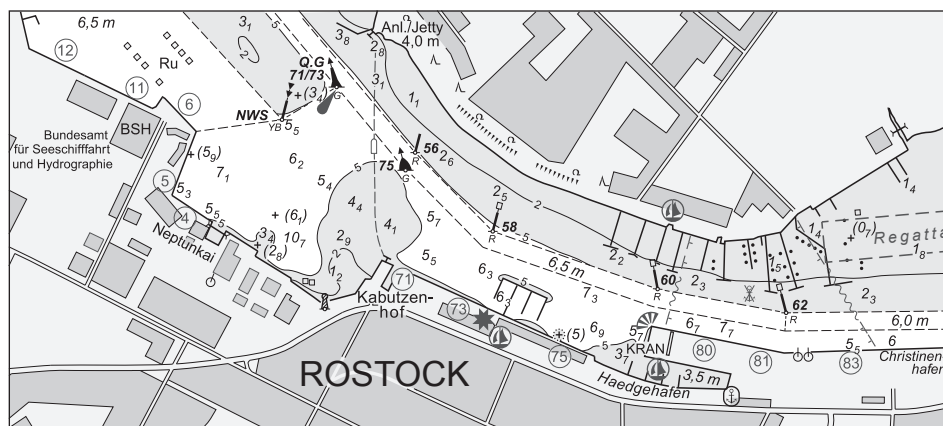


BUNDESAMT FÜR  
SEESCHIFFFAHRT  
UND  
HYDROGRAPHIE

## Nachrichten für Seefahrer *Notices to Mariners*

Amtliche Veröffentlichungen für die Seeschifffahrt  
*Official Maritime Publication*

18. Oktober 2019 · 150. Jahrgang  
18 October 2019 · Volume 150



Nfs 42/2019

**Karten, Leuchtfeuerverzeichnisse, Seehandbücher usw. bitte sofort berichtigen**

Geographische Länge bezogen auf den Nullmeridian.  
Kurse und Peilungen rechtweisend in Graden von 000° bis 360°.  
Sektorengrenzen der Feuer von See aus.  
Tragweiten für 10 sm meteorologische Sichtweite; Sichtweiten für 5 m Augeshöhe.  
Tiefenangaben und trockenfallende Höhen bezogen auf das Kartennull.  
Andere Höhen bezogen auf kartenspezifische Höhenbezugsflächen.  
Entfernungsangaben in metrischen Maßen sowie in Seemeilen (sm) und Kabellängen (kbl).  
Zeichen und Abkürzungen in den deutschen Seekarten siehe Karte 1/INT 1.

Weitere Abkürzungen und Erklärungen in der „Jährlichen Beilage zu den Nachrichten für Seefahrer“ (NfS) sowie im „Handbuch für Brücke und Kartenhaus“.

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**Charts, Lists of Lights, Sailing Directions etc. to be corrected immediately**

*Geographic longitude referred to Greenwich meridian.  
True courses and bearings in degrees from 000° to 360°.  
Sector limits of lights from seaward.  
Luminous ranges at 10 nautical miles meteorological visibility, at 5 m height of eye.  
Depths and drying heights referred to Chart Datum.  
Other heights referred to chart specific height datum.  
Distances in metric units, nautical miles, and cable lengths.  
For symbols and abbreviations used in the German nautical charts, please refer to Karte 1/INT 1.*

*Additional abbreviations and explanations are provided in the enclosure to the “Annual enclosure to the Notices to Mariners” (NfS) and in the “Handbuch für Brücke und Kartenhaus”.*

**Translations**

*The provided English translations are a service for the international shipping. The German text version prevails in any case.*

**Voluntary cooperation**

*Any information provided to supplement or correct nautical publications supports the safety of navigation. Such information should be sent to:*

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**P- und T-Berichtigungen/*P and T corrections***

Nach den Nachrichten für Seefahrer Heft 01/2017 bis zum Heft 41/2019

*According to the German Notices to Mariners (NfS) issue 01/2017 to issue 41/2019*

**Neuerscheinungen des BSH/*New BSH publications***

Bücher/*Books*: 2175

Karten/*Charts*: –

**Teil 1 – Berichtigungen zu den Karten/*Part 1 – Corrections to charts*****Nordsee/*North Sea***

44	46	1210	1220	1610	1620
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**Ostsee/*Baltic Sea***

T32	T33	40	151	T2181
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**Teil 2 – Berichtigungen zu den Seebüchern/*Part 2 – Corrections to nautical publications***

2175      Nautisches Jahrbuch 2020

**Teil 3 – Mitteilungen/*Part 3 – Notifications***

- DE. BSH. Marktüberwachung. Hinweis für Ölgehaltsmessgeräte/*DE. BSH. Market Surveillance. Information regarding oil-content meters*

**Beilagen/*Enclosures***

keine/*nil*

**P- und T-Berichtigungen/*P and T corrections***

**Gültige P- und T-Berichtigungen**  
vom 18. Oktober 2019

***P and T Corrections in force***  
*dated 18 October 2019*

Nach den Nachrichten für Seefahrer  
Heft 01/2017 bis zum Heft 41/2019

*According to the German Notices to Mariners (NfS)*  
*issue 01/2017 to issue 41/2019*

Karten-Nr. <i>Chart No.</i>	NfS-Heft-Nr. <i>NfS issue No.</i>	Karten-Nr. <i>Chart No.</i>	NfS-Heft-Nr. <i>NfS issue No.</i>
T 30	2017: 38, 49 2019: 10	T 1120	2018: 24, 35 2019: 22
T 31	2017: 20 2019: 01	T 1160	2019: 22, 38
T 32	2017: 38, 49 2019: 37	T 1170	2019: 38
T 33	2019: 37	T 1311	2018: 04
T 40	2019: 06, 09, 11	T 1340	2018: 29–30 2019: 30–31
T 43	2017: 20	T 1410	2017: 14 2018: 29–30 2019: 30–31
T 46	2018: 27	T 1420	2018: 29–30 2019: 30–31
T 48	2019: 32	T 1430	2017: 14
T 50	2018: 34 2019: 20	T 1513	2018: 34 2019: 24
T 87	2019: 33	T 1514	2019: 24
T 90	2017: 14 2018: 35 2019: 22	T 1579	2018: 47
T 98	2019: 18	T 1610	2019: 35
T 151	2017: 47, 51–52 2018: 10, 50	T 1620	2019: 35
T 162	2019: 01, 06, 09, 19, 23	T 1622	2018: 47
T 163	2019: 19	T 1661	2019: 32
T 1000	2019: 20	T 1662	2018: 22 2019: 32
T 1100	2019: 33	T 1711	2018: 27
T 1110	2017: 50	T 2181	2019: 37

**Teil 1/Part 1**  
**Berichtigungen zu den Karten/*Corrections to charts***

**Nordsee/North Sea**

**\* 44**  
 INT 1452  
 Letzte NfS: 41/19

**Medemrinne**

Trage ein  
*Insert*



zwischen  
*between*

53° 51,24' N 008° 52,89' E  
 53° 50,71' N 008° 53,40' E  
 53° 50,75' N 008° 54,77' E  
 53° 51,67' N 008° 55,31' E



53° 50,90' N 008° 53,23' E  
 53° 51,06' N 008° 54,95' E



53° 50,71' N 008° 53,40' E  
 53° 50,75' N 008° 54,77' E

Streiche  
*Delete*



53° 50,8' N 008° 54,1' E

(WSA Cuxhaven 106/19) 42/19

**\* 46**  
 INT 1453  
 Letzte NfS: 41/19

**Medemrinne**

Trage ein  
*Insert*



zwischen  
*between*

53° 52,55' N 008° 54,07' E  
 53° 51,67' N 008° 55,32' E  
 53° 50,75' N 008° 54,77' E  
 53° 50,73' N 008° 54,07' E



53° 51,06' N 008° 54,95' E



53° 50,75' N 008° 54,77' E

Streiche  
*Delete*



53° 50,8' N 008° 54,1' E



53° 51,0' N 008° 54,8' E  
53° 51,2' N 008° 55,5' E



zwischen  
*between*

53° 50,8' N 008° 54,1' E  
53° 51,4' N 008° 56,2' E  
53° 52,7' N 008° 54,1' E

(WSA Cuxhaven 68, 106/19) 42/19

★ 1210

**Alte Weser**

Letzte NfS: 34/19

Trage ein  
*Insert*

mit  
*with*

\_\_\_\_\_ mit  
*Sektorenbegrenzung der Fahrwasserseite*  
*Sector limit marking the side of the fairway*

zwischen  
*between*

53° 52,76' N 008° 06,35' E  
53° 52,09' N 008° 07,04' E

zwischen  
*between*

53° 52,85' N 008° 06,65' E  
53° 52,16' N 008° 07,31' E

und streiche bisherige Sektoren und Sektorenbegrenzungen  
der Fahrwasserseiten dicht W-lich  
*and delete former sectors and sector limits marking the sides*  
*of the fairway close W*

zwischen  
*between*

53° 52,09' N 008° 07,04' E  
53° 51,70' N 008° 07,45' E

zwischen  
*between*

53° 52,16' N 008° 07,31' E  
53° 51,70' N 008° 07,76' E

Verlege  
*Relocate*

Tegeler Plate  
Dir.Oc(3)WRG.12s

nach  
*to*

53° 52,50' N 008° 06,80' E

(WSA Bremerhaven 113/19) 42/19

\* 1220

**Alte Weser**

Letzte NfS: 39/19

Trage ein  
Insertmit  
withSektorenbegrenzung der Fahrwasserseite  
*Sector limit marking the side of the fairway*zwischen  
*between*53° 52,76' N 008° 06,35' E  
53° 52,09' N 008° 07,04' Ezwischen  
*between*53° 52,85' N 008° 06,65' E  
53° 52,16' N 008° 07,31' Eund streiche bisherige Sektoren und Sektorenbegrenzungen  
der Fahrwasserseiten dicht W-lich  
*and delete former sectors and sector limits marking the sides  
of the fairway close W*zwischen  
*between*53° 52,09' N 008° 07,04' E  
53° 51,70' N 008° 07,45' Ezwischen  
*between*53° 52,16' N 008° 07,31' E  
53° 51,70' N 008° 07,76' EVerlege  
RelocateTegeler Plate  
Oc(3)WRG.12snach  
to

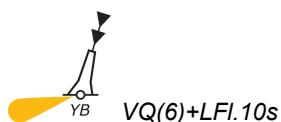
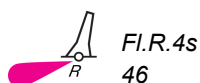
53° 52,50' N 008° 06,80' E

(WSA Bremerhaven 113/19) 42/19

\* 1610

**Medemrinne**

Letzte NfS: 41/19

Trage ein  
Insertzwischen  
*between*53° 53,47' N 008° 52,77' E  
53° 51,67' N 008° 55,32' E  
53° 50,75' N 008° 54,77' E  
53° 50,71' N 008° 53,40' E  
53° 51,39' N 008° 52,74' E  
53° 52,51' N 008° 50,54' E  
53° 53,47' N 008° 52,77' E53° 50,90' N 008° 53,23' E  
53° 51,06' N 008° 54,95' E53° 50,71' N 008° 53,40' E  
53° 50,75' N 008° 54,77' EStreiche  
Delete

53° 50,8' N 008° 54,1' E

(WSA Cuxhaven 106/19) 42/19

\* 1620

**Medemrinne**

Letzte NfS: 41/19

Trage ein  
*Insert*zwischen  
*between*

53° 51,42' N 008° 52,68' E  
 53° 51,39' N 008° 52,74' E  
 53° 50,71' N 008° 53,40' E  
 53° 50,75' N 008° 54,77' E  
 53° 51,67' N 008° 55,32' E  
 53° 53,47' N 008° 52,77' E  
 53° 53,43' N 008° 52,68' E

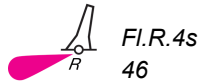
Fl.Y.4s  
Sperrgebiet

53° 50,90' N 008° 53,23' E  
 53° 51,06' N 008° 54,95' E



VQ(6)+LFl.10s

53° 50,71' N 008° 53,40' E  
 53° 50,75' N 008° 54,77' E

Streiche  
*Delete*Fl.R.4s  
46

53° 50,8' N 008° 54,1' E

(WSA Cuxhaven 106/19) 42/19



**Ostsee/Baltic Sea**

★ T 32

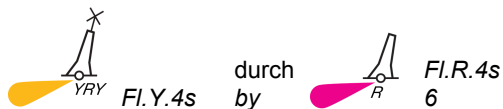
**NW-lich Laboeer Sand**

INT 1359

3003

Letzte NfS: 37/19

Ersetze  
Replace



54° 24,79' N 010° 12,88' E

Verlege  
Relocate



nach  
to 54° 24,83' N 010° 12,26' E

Streiche  
Delete



54° 24,8' N 010° 12,7' E  
54° 25,8' N 010° 14,6' E  
54° 25,7' N 010° 13,5' E



54° 25,2' N 010° 13,5' E  
54° 25,5' N 010° 14,0' E  
54° 25,5' N 010° 13,3' E  
54° 25,1' N 010° 13,0' E



zwischen  
between 54° 25,7' N 010° 13,5' E  
54° 24,8' N 010° 12,7' E  
54° 24,8' N 010° 12,9' E  
54° 25,8' N 010° 14,6' E  
54° 25,7' N 010° 13,5' E

eingezogen/withdrawn bei at Bell

54° 24,8' N 010° 12,9' E

eingezogen/withdrawn bei at Oc(2)R.9s

54° 25,8' N 010° 13,9' E

37/19 – T 32 aufgehoben/cancelled

(WSA Lübeck 199/19) 42/19

**\* T 33**

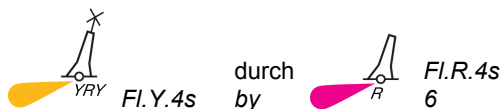
**NW-lich Laboeer Sand**

INT 1364

3003

Letzte NfS: 37/19

Ersetze  
Replace



54° 24,79' N 010° 12,88' E

Verlege  
Relocate



nach  
to 54° 24,83' N 010° 12,26' E

Streiche  
Delete



54° 24,8' N 010° 12,7' E  
54° 25,8' N 010° 14,6' E  
54° 25,7' N 010° 13,5' E



54° 25,2' N 010° 13,5' E  
54° 25,5' N 010° 14,0' E  
54° 25,5' N 010° 13,3' E  
54° 25,1' N 010° 13,0' E



zwischen  
between 54° 25,7' N 010° 13,5' E  
54° 24,8' N 010° 12,7' E  
54° 24,8' N 010° 12,9' E  
54° 25,8' N 010° 14,6' E  
54° 25,7' N 010° 13,5' E

eingezogen/withdrawn bei at Bell

54° 24,8' N 010° 12,9' E

eingezogen/withdrawn bei at Oc(2)R. 9s

54° 25,8' N 010° 13,9' E

37/19 – T 33 aufgehoben/cancelled

(WSA Lübeck 199/19) 42/19

**40**

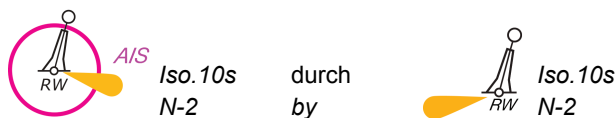
**Świnoujście-Ansteuerung**

INT 1201

3006

Letzte NfS: 37/19

Ersetze  
Replace



54° 14,68' N 014° 11,01' E

(PL 40/449/19) 42/19

**151 Świnoujście-Ansteuerung**

Letzte NfS: 41/19

Ersetze  
Replace



Iso.10s  
N-2

durch  
by



Iso.10s  
N-2

54° 14,68' N 014° 11,01' E

(PL 40/449/19) 42/19

**\* T 2181 NW-lich Laboeer Sand**

Letzte NfS: 37/19

Ersetze  
Replace



Fl.Y.4s

durch  
by



Fl.R.4s  
6

54° 24,79' N 010° 12,88' E

Verlege  
Relocate



Fl.G.4s  
5

nach

to 54° 24,83' N 010° 12,26' E

Streiche  
Delete



Fl.Y.4s

54° 24,8' N 010° 12,7' E



zwischen  
between

54° 25,0' N 010° 12,9' E

54° 24,8' N 010° 12,7' E

54° 24,8' N 010° 12,9' E

54° 25,0' N 010° 13,2' E

eingezogen

bei  
at



Bell

54° 24,8' N 010° 12,9' E

37/19 – T 2181 aufgehoben/cancelled

(WSA Lübeck 199/19) 42/19

**Teil 2/Part 2**

**Berichtigungen zu den Seebüchern/*Corrections to nautical publications***

(Gültig bis zur nächsten Ausgabe)

*(Valid till next edition)*

**2175      Nautisches Jahrbuch 2020    NEUE AUSGABE**

(BSH N2/19) 42/19

### **Teil 3/Part 3 Mitteilungen/Notifications**

**\* DE. BSH. Marktüberwachung. Hinweis für Ölgehaltsmessgeräte**

**Hinweis der United States Coast Guard (USCG) für Ölgehaltsmessgeräte des Typs „BilgMon 488“**

Die USCG hat einen Hinweis zu einem möglichen Datenverlust bei Ölgehaltsmessgeräten vom Typ „BilgMon 488“ des Herstellers Brannstrom Sweden AB veröffentlicht. Sollten Sie dieses Gerät an Bord verwenden, beachten Sie bitte die Feststellungen der USCG auf den nachfolgenden Seiten.

Der Hinweis ist auch auf der Internetseite des BSH veröffentlicht (<http://www.bsh.de/webcode/1925270>).

**\* DE. BSH. Market Surveillance. Information regarding oil-content meters**

**Information from USCG regarding oil-content meters type “BilgMon 488”**

*The USCG has published a note about a possible loss of data in oil-content meters of the type “BilgMon 488” of the manufacturer Brannstrom Sweden AB. If you use this instrument on board please take note of the findings of the USCG on the following pages.*

*This note is also published on the BSH website (<http://www.bsh.de/webcode/1925270>).*

(BSH S11/19) 42/19



# UNITED STATES COAST GUARD

U.S. Department of Homeland Security

## MARINE SAFETY LESSONS LEARNED

### Inspections and Compliance Directorate

July 31, 2019  
Washington, DC

Lessons Learned 01-19

### **Avoid delays and keep your ship on schedule!** **Does your BilgMon 488 Bilge Alarm / Oil Content Meter operate properly?**

Recently, Marine Safety Detachment (MSD) Port Canaveral Port State Control Officers (PSCOs) identified MARPOL deficiencies related to the 15-ppm Bilge Alarm system of the Oily Water Separators (OWS) onboard four separate ships. They discovered that the entries in the Oil Record Book (ORB) did not correspond to the Bilge Alarm Data being displayed by the bilge alarm / oil content meter. The 15-ppm Bilge Alarm is required to record date, time, alarm status and the operating status of the 15-ppm Bilge Separator. The recording device should also store this data for at least eighteen months and be able to display or print a protocol for official system inspections as required by IMO Resolution MEPC.107(49), REVISED GUIDELINES AND SPECIFICATIONS FOR POLLUTION PREVENTION EQUIPMENT FOR MACHINERY SPACES OF SHIPS. In each case, PSCOs issued a deficiency on the Port State Control Report of Inspection (Form B) requiring that each vessel needed to verify the validity of the entries in the Bilge Alarm data log against the entries in the ORB. The deficiencies found were required to be rectified to the satisfaction of Recognized Organization, Flag Administration, and the U.S. Coast Guard prior to the vessels' departure from port.



The specific monitor in these cases was the BilgMon 488 model manufactured by Brannstrom, a Swedish company. The older model, BilgMon 488 shown on the right, has a battery that is not replaceable by the crew inserted behind the circuit board of the Bilge Alarm. The purpose of the battery is to maintain the stored data and Real Time Clock (RTC) when the unit is disconnected from a power supply. The circuit board contains two contact points which provide the ability to measure the battery voltage. In all four cases, the battery voltage was extremely low and failed to provide the required 2.5 volts necessary to maintain the stored data without error. As a result, when the data was viewed on the LCD screen it was scrambled and inaccurate. The operator's manual for this model clearly states that, under no circumstances should the battery be removed. Furthermore, a red warning sticker is affixed to the circuit board as pictured above. Attempting to remove the battery in this circumstance may cause an unrecoverable error, failure and data loss. A manufacturer's representative indicated that the battery was originally designed to last the lifetime of the device and that if the RTC stops due to a power supply



failure combined with a low back-up battery voltage, the unit is locked down and the display reads "RTC check: FAILED." [Click here for the applicable manual.](#)<sup>1</sup>

The newer model BilgMon 488 is equipped with a replaceable battery shown on the right below the yellow arrow. As a result, when the battery weakens the unit display will read "Batterylow: 0.5V Replace battery." The battery can then be safely removed because it utilizes a capacitor that ensures enough energy to maintain the stored data for several hours. [Click here for the applicable manual.](#)<sup>2</sup>

To identify what model you may have note that the older type of master unit has serial numbers starting with "A," "AE," "BFA," and "EDA." The newer type of master unit has serial numbers starting with "4A," "4AE," "4BFA," and "4EDA." [Click here for information on how to locate these numbers.](#)<sup>3</sup>

As a result of these discoveries the Coast Guard **strongly recommends** that ship owners and operators whose vessels use the BilgMon 488 to:

- Remind vessel engineers to routinely review the stored data available through the LCD display ensuring that the data matches the information recorded in the ORB and actual OWS operations.
- Maintain awareness that Port State Control Officers performing MARPOL examinations will verify that the BilgMon 488 is recording data properly and is aligned with the ORB entries. **Avoid potential departure delays.**



This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the inspectors and investigators of MSD Port Canaveral and distributed by the Office of Investigations and Analysis. Questions may be sent to MSD Port Canaveral at [msdportcanaveral@uscg.mil](mailto:msdportcanaveral@uscg.mil) or (321) 403-9894.

<sup>1</sup> <https://dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/docs/bilgmonOLDER%20MODEL.pdf?ver=2019-07-24-084050-797>

<sup>2</sup> <https://dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/docs/bilgmonNEWMODEL.pdf?ver=2019-07-24-084051-907>

<sup>3</sup> <https://dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/docs/bilgmonSN.pdf?ver=2019-07-24-084050-453>